

Town of Cromwell



Plan of Conservation and Development

September 2007

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Town of Cromwell
Plan of Conservation and Development

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1 Introduction

1.1 Overview and Purpose

The Town of Cromwell, located in Middlesex County, covers 13.5 square miles of Central Connecticut and is approximately 12 miles south of the City of Hartford. The Mattabasset River defines Cromwell's western and southern boundaries, while the Connecticut River defines the community to the east. The community of Rocky Hill, a suburban community with a strong commercial presence, bounds Cromwell to the north. Other nearby communities include the rural Town of Berlin and the historic City of Middletown.

The formerly rural Cromwell has developed rapidly over the past 30 years. The Town now consists of a blend of residential, commercial and light industrial development that can be described as "sprawling suburban". Population has increased rapidly in the Town over the past 10 years, far outpacing the ability of the US Census to convey accurate figures. The number of new residents has prompted the necessary construction of new schools and updated infrastructure to accommodate the growing numbers. Cromwell has also experienced a rise in its number of senior citizens; concerned residents have cited a responsibility to address the increasing needs of this growing population.

The Plan seeks... A balance between residential and commercial development, an enhanced waterfront and "Downtown", and a comprehensive system of open space can all contribute to making the Town a more appealing place for residents and visitors.

While Cromwell contains both a historic “Main Street” and a potentially lovely waterfront, both resources are underdeveloped, disconnected, and underused. Further, the Town contains attractive open spaces, wetland areas, passive and active recreation facilities, but these too are disconnected and underused.

In general, the overall quality of life for residents in Cromwell is high, but the potential exists for a greatly enhanced community. A balance between residential and commercial development, an enhanced waterfront and “Downtown”, and a comprehensive system of open space can all contribute to making the Town a more appealing place for residents and visitors. A comprehensive, updated Plan of Conservation and Development can begin to establish land use planning policy to accomplish these objectives.

1.2 Authority for a Plan of Conservation and Development

The state of Connecticut is committed to achieving a Statewide balance between conservation and development; this desired balance is expressed in the adopted Conservation and Development Policies Plan for Connecticut 2004-2009. This plan provides the policy and planning framework for administrative and programmatic actions and capital and operational investment decisions of state government. Section 8-23 of the Connecticut State Statute requires that each municipality in Connecticut prepare a Plan of Conservation and Development and update it at least once every ten years. The Plan developed by each municipality should address local issues yet establish policy for these issues that is consistent with the policies developed for the State.

1.3 Why Do a Plan of Conservation and Development?

The Plan of Conservation and Development for Cromwell will serve as a valuable tool for the Town of Cromwell. The Town can use the document to implement a vision for the preferred future of Cromwell that was developed by its citizens. Some of the items the Plan can accomplish include the following:

- Document local characteristics and trends regarding resident population composition, land use, the natural environment, economic development and service provision;
- Establish a preferred Future Land Use Plan for the Town that will enable sensitive development
- Establish a Potentials Plan for the Town that serves as a starting point for economic development initiatives
- Provide a benchmark for evaluating the compatibility of individual development proposals with the Long-Range development objectives of the community;
- Reveal future service needs and explore the potential for regional cooperation, including land acquisition and the construction of public improvements;
- Serve as a comprehensive source of current information that can be used by the Town in its efforts to secure state and federal funding and marketing the area to potential developers;
- Promote open space conservation designed to preserve the rural heritage of the community and enhance the overall quality of life;
- Attract potential developers to the Town through the identification of community goals and objectives for the next 20 years;



*View of Evergreen Hill Park
Conservation Area*

1.4 Adopting and Implementing the Plan

All future decisions, local laws and regulations should reflect the goals, policies and actions stated in the plan. This document will be used as the blueprint for implementing the specific recommendations throughout the Town.

Adopting the Plan of Conservation and Development illustrates the commitment on the part of elected officials to enhancing the overall quality of life in Cromwell. The Plan of Conservation and Development targets specific actions to enhance the Town. Elected officials will use the plan as a guide for future decisions as the Plan outlines the resident's vision for the future. All future decisions, local laws and regulations should reflect the goals, policies and actions stated in the plan. This document will be used as the blueprint for implementing the specific recommendations throughout the Town.

The Plan should guide local Planning and Zoning Commission members as they review development applications; this will ensure implementation continues on a consistent basis over the life of the Plan. The vision and actions outlined by the residents should always be the top priority as decisions are made on new proposed development to ensure they conform to the goals and policies outlined in this Plan.

Town employees are also responsible for the implementation of the Plan. The goals and policies will be the "measuring stick" for employees as they advise and work with Town residents. Municipal employees can also use the plan when interpreting legislative mandates, making administrative decisions, enforcing development related codes and prioritizing work efforts.

Additionally, local residents and community groups in the Town of Cromwell can use the plan to ensure that they are aware of the future direction desired by the residents. Residents may also use the plan as a reference when making residential relocation choices, evaluating the effectiveness of local government, lobbying for financial or legislative support and when choosing political representation



Cromwell's Pristine Waterfront

Methodology

The Plan represents the collaborative efforts of the Plan of Conservation and Development (POCD) Steering Committee, Town officials, local residents and stakeholders. The Plan is a collection of inventory and policies prepared to guide the Town over the next decade. This section outlines the tasks completed in preparation of the Plan.

Steering Committee Meetings

A series of progress meetings were held with the POCD Steering Committee over the course of one year. The Committee was comprised of representatives serving on various Town boards and committees and represented the various special interests of Town life. The Committee met periodically with the consultant to discuss and direct the preparation of the plan. The Committee reviewed documentation and mapping, provided contacts and helped determine representatives to participate in a series of focus group sessions. There was also a visioning session held with the Committee to develop initial goals and objectives and to help define the future of the Town.

Inventory

The information contained in the plan was supplemented by data from various governmental and private agencies, to help ensure the accuracy of the document. With the help of the various agencies, information was obtained regarding local laws and regulations, land use, the environment, population, community services, housing, municipal services and economic development. Geographic Information Systems (GIS) data was prepared to create maps and illustrate land uses, environmental conditions and the location of community services and transportation corridors.

Focus Group Sessions & Telephone Interviews

A series of telephone interviews were conducted to obtain additional information. Several officials, including the Town historian, senior services specialist and others, provided valuable information through telephone interviews in the preparation of the plan. There were a total of three focus groups held with representatives from business, economic development, open space and recreational interests.

Community Survey

A random survey was distributed to both homeowners and renters in the Town. The survey was designed to determine the opinions of residents on a variety of topics, including community image, recreation, transportation, housing and community services.

Interactive Public Meeting

One public meeting and one public hearing were conducted in Cromwell in October of 2005. These sessions helped provide the consultant and elected officials with valuable feedback on the plan and future of the Plan of Conservation and Development. The public was invited to hear about the plan and provide comments.

Implementation

Goals, policies and actions were developed for the Town to help guide decisions over the next 20 years. The goals, policies and actions were developed based upon the visioning session and the results of the community survey. These goals, policies and actions are intended to lead to the overall improvement of the community and a better quality of life for all residents.

2 Our Strategy

2.1 Goals, Objectives and Policies

The Goals and Objectives will guide change in the Town and help preserve and enhance its special character while providing opportunities for growth and development. Goals and objectives are important to the plan because they are the standard against which the accomplishments of implementation of the Plan are measured. The Goals are specific and must support the overall vision of the future of the Town of Cromwell. The Objectives serve the Goals of the Plan and are milestones along the way to Plan implementation.

Goals and Objectives must be realistic and reasonable. They are flexible enough to accommodate changes in the forces influencing Plan implementation and superimpose an attainable vision of the future upon the reality of today.

The Policies for the Cromwell Plan of Conservation and Development guide decisions regarding population, housing, the economy, land use, natural resources, transportation, infrastructure and utilities, community services and facilities and parks and recreation. The policies are a tool for evaluation of projects and programs proposed for Cromwell. The Town Board of Selectmen, Town offices and officials, local planning entities; local, county, state and federal agencies; private sector entities; individuals and others can use the Policies as a set of guidelines for forming conclusions and positions on the appropriateness and desirability of specific proposals that they may make or that they are reviewing on behalf of the Town or in their capacity as Town officials.

Together, the Goals, Objectives and Policies define a desired character for the Town of Cromwell. The character of the community will define an organization for the Town, preventing the proliferation of sprawl and preserving Town neighborhoods. Definition of functionality will improve residents' and visitors' experience of the Town generally, creating an atmosphere in which the Town is sustained and thrives.

Goals and objectives are the standard against which the accomplishments of implementation of the Plan are measured.

Together, the Goals, Objectives and Policies define a desired character for the Town of Cromwell.

2.1.1 Land Use

GOAL 1 - Coordinate growth and development in a manner that protects the natural environment and promotes sound land use practices

Objective 1 - To actively balance commercial, industrial and residential development with conservation

Policy 1 - Use the Future Land Use Plan within the Cromwell Plan of Conservation and Development to determine the appropriate type, scope and location of future development

Policy 2 - Zoning changes shall be consistent with the Town's Plan of Conservation and Development and minimize potential land use conflicts

Policy 3 - Promote a network of open space and recreation facilities proximate to all residential neighborhoods

Policy 4 - Identify and protect heritage and recreation resources of local and statewide significance from inappropriate development

Policy 5 - Conserve and protect prime agricultural lands from future development

Objective 2 - To establish a clear identity for the Town through land use decisions

Policy 6 - Provide continuous public access to Cromwell's waterfront area

Policy 7 - Connect the waterfront with Cromwell's historic Town Center

Policy 8 - Promote Mixed Use development opportunities, as designated on the Future Land Use Plan

Policy 9 - Enhance the visual character of the Town through future design standards and land use regulations

Policy 10 - Protect the residential character of existing neighborhoods

2.1.2 Open Space

GOAL 2 - Develop a Parks, Recreation and Open Space system that conserves open space while meeting the needs of all residents

Objective 3 - To promote a healthy lifestyle for residents through the provision of recreation opportunities

Policy 11 - Provide recreational programs of a type and quantity that is appropriate for the size and makeup of the existing population and available financial resources

Objective 4 - To promote the development of green infrastructure that will define and enhance community character

Policy 12 - Promote the development of an interconnected system of parks, trails and open spaces

Policy 13 - Develop additional recreational facilities as warranted by population size and available financial resources

Policy 14 - Focus future Park acquisitions on the development of active recreational opportunities to establish a balance between active and passive opportunities

2.1.3 Nature

GOAL 3 - Promote a sensitively protected, accessible natural environment

Objective 5 - To provide residents with safe, healthful and aesthetically pleasing surroundings

Policy 15 - Work with regional and state agencies to identify and protect critical wildlife habitat and environmentally sensitive areas within its borders

Policy 16 - Use existing environmental attributes including open space and agricultural land to sustain Cromwell's small town character

Policy 17 - Promote the development of environmental education opportunities in the Town

Objective 6 - To minimize the negative impacts of development on the natural environment

Policy 18 - Adopt and enforce appropriate regulations to protect ground water, the aquifer, and other natural resources

Policy 19 - Protect sites identified as locations of rare plant and animal species from incompatible land uses

Policy 20 - Protect Cromwell's numerous flood plains and flood areas from future development

Policy 21 - Continue to promote the use of on-site stormwater detention for all new development

2.1.4 Circulation

GOAL 4 - Enable safe, efficient and connective circulation opportunities

Objective 7 - To promote alternatives to automobile travel

Policy 22 - Promote a variety of transportation options including train, bus, car, bicycle and walking as a part of Cromwell's circulation system

Policy 23 - Coordinate with the public transit system to ensure that areas with high density and mixed uses are served by public transportation

Policy 24 - Provide and appropriately maintain sidewalks to ensure pedestrian access to schools, retail and employment centers as well as along major roadways

Policy 25 - Prioritize the development of a safe and convenient network of pedestrian and bicycle paths and greenways that connect to available public transportation

Policy 26 - Coordinate with regional, state and transit providers and regularly evaluate transit service levels to ensure that transit-dependent populations have access to employment and other services

Plan of Conservation and Development

Objective 8 - To allow land development at a level that is consistent with the transportation network's ability to provide an acceptable level of mobility

Policy 27 - Coordinate with regional and state agencies on the evaluation and maintenance of existing roadways and the development of access management strategies

Policy 28 - Encourage developers to make necessary road improvements that will accommodate projected increases in traffic and/or provide appropriate mitigation strategies

Policy 29 - Promote traffic calming techniques, flexible design standards and context sensitive design standards on high volume streets throughout the Town to manage traffic flow

Policy 30 - Encourage Mixed Use development in close proximity to or along transit corridors

Policy 31 - Work with major employers, developers, transit providers and residents to encourage car pools, van pools, park and ride lots etc.

Policy 32 - Encourage future developers to plan for or provide road and utility connections between existing corridors, including but not limited to the area between Shunpike Road and Main Street between Geer Street and the Rocky Hill town line

2.1.5 Infrastructure

GOAL 5 - Supply an infrastructure that balances growth with preservation

Objective 9 - To protect and appropriately manage the community's natural resources while providing an infrastructure that meets the needs of residents

Policy 33 - Work with utility providers to ensure that service scope and levels are sufficient to meet the needs of residents

Policy 34 - Promote and support programs to educate homeowners on the care and maintenance of individual sewage disposal systems

Policy 35 - Promote the undergrounding of utility lines where appropriate

Policy 36 - Whenever feasible, promote the consolidation of multiple telecommunications facilities onto common towers and/or incorporate them into existing or proposed building or other structures

Objective 10 - To promote a development pattern that permits the efficient delivery of public services in a cost effective manner

Policy 37 - Permit development only where adequate roadways, utilities, and/or other public service infrastructure is available

Policy 38 - Discourage intensive development from areas where such development is not consistent with local land use policy

Policy 39 - Encourage new development to incorporate energy conserving and alternative energy systems and building systems that minimize energy consumption

Policy 40 - Encourage new development to make fair share contributions, commensurate with project impacts, to ensure that reductions in quality of services, public facilities or programs do not occur

2.1.6 Economy

GOAL 6 - Expand Cromwell's economic base to better serve residents, businesses and visitors

Objective 11 - To enhance the economic environment for existing businesses

Policy 41 - Maintain appropriate communication with representatives from existing business and industry to keep apprised of needs and future plans

Policy 42 - Maintain open communication with neighboring municipalities and plan for economic development on a regional basis

Policy 43 - Institute commercial design controls to stimulate economic development

Objective 12 - To promote new opportunities for economic development

Policy 44 - Promote tourism as an avenue for economic development in the Town

Policy 45 - Promote waterfront development as an economic development tool

Policy 46 - Promote Mixed Use Development in the historic Downtown to enhance commercial and cultural opportunity

Policy 47 - Promote the development of a high quality, environmentally sensitive business park

Policy 48 - Encourage pedestrian-accessible neighborhood commercial development in appropriate locations

2.1.7 Population

GOAL 7 - Manage projected future growth responsibly and maintain a high quality of life for all residents

Objective 13 - To ensure all residents have access to the services necessary to maintain and improve their quality of life

Policy 49 - Promote Cromwell as part of the larger Middlesex County region and coordinate future efforts to establish a regional approach to service delivery

Policy 50 - Balance future population growth with conservation by acquiring greenway corridors and/or open space where feasible

Policy 51 - Encourage appropriate population densities to support the proposed Town Center

2.1.8 Housing

GOAL 8 - Recognize the potential impacts of increasing residential growth within Cromwell and manage growth accordingly

Objective 14 - To ensure that new housing is appropriate in type, location and density to minimize environmental and aesthetic impacts and maintain community character

Policy 52 - Ensure that new housing is located in areas that can be supported by roads and infrastructure while protecting the natural environment

Policy 53 - Promote the preservation of historic structures throughout the Town

Objective 15 - To promote housing choice and meet the needs of potential residents from all socio-economic levels

Policy 54 - Provide alternative housing opportunities while protecting the character of our communities

Policy 55 - Make use of existing, and seek new sources of funding, for rehabilitation and/or demolition of dilapidated homes

2.1.9 Community Facilities

GOAL 9 - Promote the preservation of Cromwell's significant and unique cultural and historic resources while ensuring the delivery of high quality, cost effective essential services

Objective 16 - To ensure that agencies and institutions meet the needs of all residents

Policy 56 - Maintain a high quality education system

Policy 57 - Maintain high quality police, fire and emergency services

Policy 58 - Identify and protect national, state and local historic resources

Policy 59 - Promote cooperation between the Town and the School District to provide adult education opportunities for residents

Objective 17 - To promote the development of locally based cultural institutions and facilities

Policy 60 - Encourage cooperation and communication between existing volunteer groups, historic and cultural institutions

Policy 61 - Promote locally based cultural programs and facilities

2.2 Recommendations for the Plan of Conservation & Development

The following recommendations provide a mechanism for the Town of Cromwell to implement the carefully developed goals, objectives and policies developed as a part of the Plan of Conservation and Development. Information on responsibilities, estimated costs and time frames is included with each recommendation. The costs and time frame are intended as a guide and additional information may be required before implementation. Implementation of the plan will ensure the desired character and quality of life expressed by residents through the planning process is the end result of this planning effort.

2.2.1 General Recommendations

Adopt and Implement the Plan of Conservation and Development

The Board of Selectmen should endorse this Plan of Conservation and Development, which incorporates many of the ideas and concepts that have been obtained from residents. The Plan has been prepared with input opportunities for all residents and businesses to ensure that all concerns could be identified and addressed in its development. The Plan is the culmination of an on-going planning process that includes a clear direction and vision for the Town of Cromwell.

Oversight of the implementation of the Plan is essential and the Town should retain the Plan of Conservation and Development Committee in this capacity. The Plan of Conservation & Development (POCD) Committee could spearhead, monitor and report on the activity of implementation. Reports would be submitted and presented to the Board of Selectmen on a quarterly basis. This Committee could also spearhead future updates of the plan. As a legal basis for any land use regulation changes, the Plan of Conservation and Development should be revisited every three to five years to ensure the direction and vision is updated to meet changing conditions.

Responsibility: Board of Selectmen, POCD Committee

Cost: N/A

Time Frame: Immediate – Adopt

Increase the Scope of Work for Town Grant Writer to Seek Funding for Programs and Facilities Recommended in the Plan of Conservation and Development

Many of the recommendations in the Plan of Conservation and Development could be eligible for funding once the Plan is adopted. The Town should seek and submit applications for various projects outlined in this Plan. Funding could be sought for open space/trail improvements, traffic calming initiatives, medium density housing development – especially for seniors and persons with disabilities, developing physical plans, waterfront planning, environmental planning, or other recommended efforts outlined in the Plan.

Responsibility: Board of Selectman, Appointed Town Grant writer

Cost: Varies by Grant Being Sought

Time Frame: Immediate

Actively Participate in Regional Efforts

Because the Town of Cromwell does not exist in isolation, the Town should keep apprised of and/or participate in regional efforts to promote mid-Connecticut's unique resources. The Connecticut River Valley & Shoreline Visitors Council, the Connecticut River Assembly, and the Midstate Regional Planning Agency are examples of regional agencies with which Cromwell should maintain ongoing communication.

The role of the Town's Economic Development Coordinator could be expanded to include a quarterly report presented to the Board of Selectman providing an update on the status of regional initiatives.

Responsibility: Board of Selectmen, Economic Development Commission

Cost: N/A

Time Frame: On-Going

Meet Regularly with Existing Business Owners

The Town should continue to work with existing business owners to promote and ensure their retention, development and expansion. The local business owners are essential to the character and livelihood of the community and discussion should take place to ensure their continued success. Continued communication will not only allow the Town to understand their needs, but will also allow businesses in the Town to develop better working relationships among themselves. Communication with the existing Chamber of Commerce could ensure that the sessions are well coordinated and complement, not duplicate, existing outreach efforts.

Responsibility: Board of Selectmen, Economic Development Commission, Chamber of Commerce

Cost: N/A

Timeframe: Ongoing

Improve Public Involvement

The residents in the Town clearly care about their future as is evidenced through the public input process completed as part of this Plan. The Town has a comprehensive website where they try to keep residents up-to-date on various projects and initiatives that are being undertaken; the Town should consider developing a list serve to inform residents of upcoming meetings and events in the Town.

Responsibility: Board of Selectman, Town Webmaster, Residents

Cost: \$4,000-5,000 To Create List-Serve
Continued Support Once Developed

Time Frame: Immediate - Develop List-Serve
On Going – Support

Continue to Ensure Services for the Growing Population of Senior Citizens

Demographics indicate that the Town has a growing number of Senior Citizens. Public input participants vociferously noted that this growing population needs to be addressed and serviced appropriately. The Board of Selectman will have to be sensitive to the changing needs of the residents and the requests for these types of additional services and programs.

Responsibility: Board of Selectmen

Senior Services Commission

Cost: N/A

Time Frame: On-Going

Collaborate with the Cromwell Board of Education

The Town of Cromwell and the Cromwell Board of Education should work together to ensure that future population is accommodated in an excellent school district. While the two entities are separate, cooperation is important to the success of the Schools. Each Board should consider sending a representative to meetings to ensure that the members are kept up to date on proposed developments, improvements and changes that are being considered.

Additionally, public input received during the planning process indicates that Cromwell residents would appreciate an opportunity to make use of the new school facilities after the typical school day. A dialogue should be initiated between the School District and the Board of Selectman to discuss these possibilities.

Responsibility: Board of Selectmen, Cromwell
School District

Cost: N/A

Time Frame: On-Going

2.2.2 Planning Recommendations

Update Land Use Regulations

To implement the elements outlined in the Future Land Use Plan, the Town of Cromwell will have to update its Zoning Code. A complete redistricting of much of the Town will be necessary. A medium-density residential/mixed-use zone should be created. The Code should incorporate new language for Planned Office Developments. Design standards should be mandatory for the proposed “Community Center” and the Historic Commercial Zones. Design guidelines will also be necessary for the other commercial zones.

Agricultural overlays are targeted for the northern boundary of Cromwell on both sides of I-91 and in the area between Nooks Hill Road and the Connecticut River. These areas were chosen for preservation because of the presence of prime agricultural soil and lack of existing development.

Existing traditional industrially zoned land should be reduced. In the Future Land Use Plan, industrial land is limited to the area around Sebethe Drive, while clean manufacturing and assembly activities would be directed to the area of the Premium Business Park.

The Aquifer Protection Overlay already exists in the current zoning code. The overlay was created to prevent the contamination of the state and local groundwater sources. While the future land use plan recommends development within the Aquifer protection area, it can be done within the regulations set by the State of Connecticut. The Town could create further restrictions limiting the amount of impervious surfaces constructed in this area.

To promote sustainable site development, water savings, energy efficiency, appropriate materials selection, and indoor environmental quality, the Town should consider adopting “green building” requirements for large scale commercial developments.

Responsibility: Board of Selectman, Planning and Zoning Commission

Cost: Zoning - \$75,000 - \$80,000
Design Standards - \$60,000-\$80,000

Time Frame: Immediate

Detailed Urban Design Plan for Downtown “Community Center” and Waterfront

A detailed Urban Design Plan should be completed and implemented to foster a new future for the Town. Creating a genuine “Downtown Cromwell” will enable the Town to develop an identity, stimulate economic development, and improve quality of life. The development will require a critical population mass to support it. The Urban Design Plan should detail an area of medium density housing with a mix of commercial uses to be located north of New Road. The development should be situated around a “central park” – a ceremonial open space. Medium density residential development would increase the population of the village to a level that could support “Downtown Cromwell”, while preserving open space in other areas of the town. The new residential development would also provide affordable housing opportunities for young people just starting out and the elderly who wish to remain in the Town.

“Downtown” Cromwell should include an Historic Commercial strip. The Plan should include mechanisms for preserving the historic character of Main Street from the waterfront to Nooks Hill Road. Commercial uses can be incorporated into these large historic homes. Infill development of the vacant parcels along this corridor should be constructed in the same historic character

Responsibility: Board of Selectman

Cost: \$80,000 for Urban Design Plan

Time Frame: Immediate

Develop a Premium Business Park Master and Marketing Plan

The Town should prepare a Master Plan for a Premium Business Park that can be used as a tool to market the largely undeveloped northern section of the Town. The business park should promote sustainable design and preserve large amounts of surrounding agriculture and open space. A section of the business park can be situated within another golf course, similar to a residential-golf development. A newly developed waterfront, world-class golf course, and a historic business district would provide attractive amenities for this proposed corporate headquarter location.

Plan of Conservation and Development

Responsibility: Board of Selectmen, Economic Development
Commission, Chamber of Commerce

Cost: \$80,000-100,000

Time Frame: Immediate

Prepare a Comprehensive Open Space and Trail Master Plan

The Town should begin developing a detailed Open Space and Trail Master Plan that illustrates exact locations of existing trails and linkages for new trails and sidewalks. In developing the trail system, Cromwell should focus on creating a matrix of major trails. The trail system should include a continuous trail, linked with sidewalks as appropriate. Linking the entire Town will improve the sense of community and spirit of residents and provide both recreation and alternative means of transportation. Special consideration should be paid to long-range planning to establish a continuous waterfront trail.

The Trail Master Plan would illustrate different cross-sections for trails (on-road separated from vehicles, on-road at shoulder, off-road) that include materials, widths and other amenities to be located along the trail. The Trail Master Plan should identify easements that should be sought and the location of trails on undeveloped land where new housing development may occur. The Town should also work with surrounding communities to link with appropriate amenities.

As the Open Space and Trail System plan is developed, key parcels should be identified for future protection and then a mechanism determined for potential third-party assistance in acquisition of the land conservation areas.

Responsibility: Board of Selectman, Park & Recreation
Commission, Conservation Commission, Land
Acquisition Committee

Cost: \$50-70,000

Timeframe: 1 year

Monitor Servicing Needs and Changes

The Town should develop long-range inventory and implementation plans for all utilities (sewer, water and storm) provided to residents of Cromwell and determine, in a systematic and appropriate manner, where these should be improved or expanded. Changing needs should be monitored to ensure future residents and businesses are adequately served.

Responsibility: Board of Selectman

Cost: N/A

Time Frame: On-Going Project Recommendations

2.2.3 Development Projects

Design and Construct Berlin Road Corridor Improvements

The Town should consider implementing initiatives to mitigate traffic volume, reduce conflicts with vehicular traffic, and enhance the aesthetic quality of Berlin Road. This could include streetscape improvements and development guidelines, as part of the updated zoning, applied to new developments that may have the potential to increase traffic. Techniques such as shared parking, service roads and gateways could be used to manage additional traffic. Constructing attractive and accessible commercial corridors will make Cromwell more marketable to future commercial and light industrial enterprises.

Budgeting and funding for this project should be generated in three phases: Phase One should occur between Sebethe Drive and Shunpike Road to address the numerous public safety issues noted during the course of the planning process.

Responsibility: Board of Selectman, Capital Expenditures Commission, Public Safety Committee

Cost: \$100,000 for Phase One Circulation and Design Plan

Time Frame: 1-3 years

Design and Construct Historic Main Street Streetscape Improvements

To create a sense of arrival and a “sense of place” in the Town of Cromwell, the Town should design and construct a Streetscape Improvement Plan for the historic Main Street. Plans should include bicycle lanes, sidewalk improvements, a specialty paving pattern, landscaping, the addition of street amenities such as

benches, lighting fixtures, trash can and banners, would help to highlight this corridor as a destination in the Town of Cromwell.

Responsibility: Board of Selectman, Capital Expenditures
Commission

Cost: \$80,000 for Phase One Circulation and Design
Plan

Time Frame: Immediate

Develop Gateways at Primary Entry Points

Detailed plans and implementation of Gateways should be completed in Cromwell to help establish a distinct, upscale identity and sense of arrival. The Town should develop gateways into Cromwell at the following locations:

- The North and South ends of Main Street
- Berlin Road/Route 91 and Berlin Road/Highway 9
- The North end of Route 3

These gateways should include attractive signage, landscaping, specialty paving patterns and banners that welcome people into the Town and reflect the local character and “flavor” of the community.

Responsibility: Board of Selectman, Capital Expenditures
Commission

Cost: \$25,000 each

Time Frame: Immediate

Implement a Comprehensive Sidewalk Installation Plan

The Town should budget for, develop and implement a comprehensive sidewalk installation plan that would ultimately connect neighborhoods and promote pedestrian public safety.

Phase One of the installation plan should focus mainly on approximately 5,000 linear feet of Main Street between Nooks Hill Road and Court Street.

Responsibility: Board of Selectman, Department of Public Works,
Public Safety Committee

Cost: \$125,000 for 5,000 linear feet (sidewalks on one
side)

Time Frame: 5-10 Years

Develop a Design Plan for Trails and Interpretive Facilities at the Evergreen Hill Park

The Town should enhance the profile of Evergreen Hill Park. A Design Plan should detail future development of this site. Opportunities could include passive recreation trails, and an educational or interpretive facility that focuses on daily agricultural life.

Responsibility: Board of Selectman, Parks and Open Space Commission

Cost: \$750,000 in total including new Interpretive Facility

Time Frame: 1-3 Years

Prepare a Feasibility Study for new Municipal Building Developments

The Town should initiate a Feasibility Study to determine the type, size and location of a new Public Works Garage and a new Senior Citizens Center, and a new municipal swimming pool. The possibility of using the existing Town Hall for a new Senior Center, and relocating a new Town Hall as per the proposed Potentials Plan, should also be considered. The Feasibility Study should also consider the prospects of a stand-alone library for the Town.

Responsibility: Board of Selectmen, Capital Expenditures Commission

Capital Expenditures Commission

Cost: \$60-75,000

Time Frame: Immediately

2.3 Development Potentials Plan

A Development Potentials Plan is a valuable long-range planning tool that illustrates opportunities for connections, new development features, and new land use opportunities. The Potentials Plan was developed by integrating the requests of the public with an analysis of existing conditions within the Town. This Plan, in conjunction with the Future Land Use Plan, should be considered as the basis for an updated Zoning Code. Some of the features recommended in the Potentials Plan include:

Cromwell's green spaces should be connected via a system of scenic corridors and planned trail systems.

Parks, Trail Systems and Scenic Corridors

In response to the public's request for an enhanced, organized open space system, Cromwell should embrace the development of a comprehensive network of green space/open space development. The preservation and enhancement of public and private green space will maintain a high quality of life for residents. Cromwell's green spaces should be connected via a system of scenic corridors and planned trail systems. Connecting the system will enable pedestrians and cyclists to fully navigate the community and possibly reduce automobile usage. The trail system should connect and highlight existing public parks, the waterfront, Evergreen Hill Park, the Main Street Historic Business District.

Regional Commercial/Mixed-Use Development

To protect the character of Cromwell, the Potentials Plan illustrates the boundaries for future development of "regional" commercial stores. Essentially, the Town already has two anchor locations for this type of development; new development should not encroach upon other parts of the community.

Business Park

In response to the public's request for controlled residential and commercial development, the Potentials Plan sets aside an area appropriate for the development of a high quality Business Park to serve future commercial demand. The business park could satisfy conservation goals by preserving agricultural land; this concept is further illustrated later in this document under the "Town Growth Management Techniques" section.

The Potentials Plan sets aside an area appropriate for the development of a high quality Business Park to serve future commercial demand.

Waterfront Village and Historic Downtown Development

The Potentials Plan highlights a focus area for future funding opportunities to enhance public access to the waterfront.

The public is highly supportive of both waterfront and Historic Downtown Business District development. Cromwell’s waterfront offers significant untapped potential. The Potentials Plan highlights a focus area for future funding opportunities to enhance public access to the waterfront.

The Potentials Plan also defines a general boundary for the establishment of a “Historic Downtown” district in Cromwell.

Interpretive Opportunities

The Potentials Plan also defines a general boundary for the establishment of a “Historic Downtown” district in Cromwell.

To address public request for additional cultural opportunities in Cromwell, the Potentials Plan illustrates potential locations for interpretive centers that might capitalize on the Town’s unique assets. An Environmental Interpretive Center could be developed as a part of ongoing Evergreen Hill Park improvements. The Town’s significant wetland areas might become an ideal location for a Wetland Interpretive Center, and the waterfront might benefit from the development of a Tourism Center to serve future visitors.

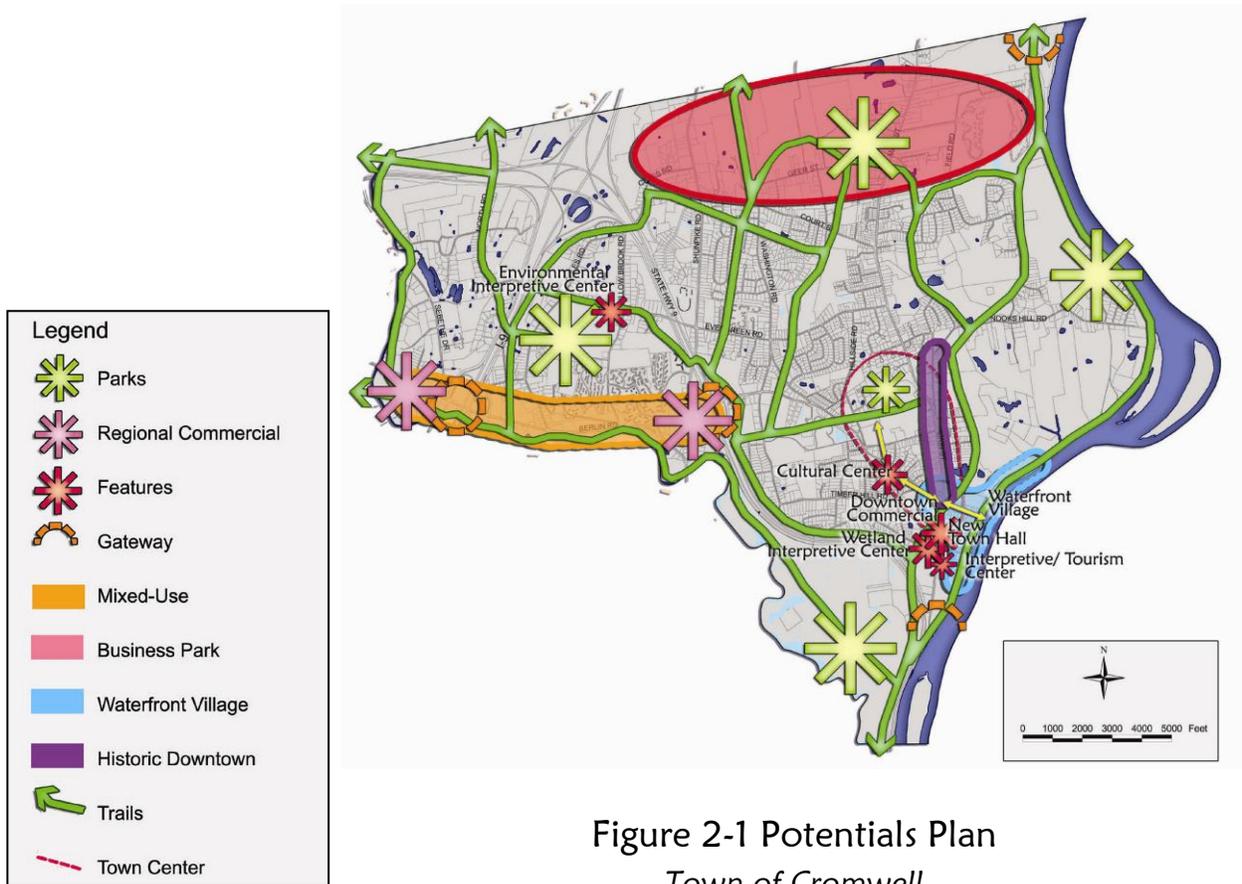


Figure 2-1 Potentials Plan
Town of Cromwell

2.4 Future Land Use Plan

The Future Land Use Plan is intended to serve as the basis for future updates of the Town's Zoning Regulations. The Future Land Use Plan combines ideas from the Potentials Concept Plan, with a consideration of existing land uses patterns. The Plan focuses on preserving historic assets, open space, and farmland, while creating economic opportunity for the Town. The Future Land Use Plan also focuses on the possible redevelopment of the Downtown Main Street historic district area and underutilized industrial areas.

Elements of the Future Land Use Plan can be described as follows:

Community Center

The Future Land Use Plan recommends the creation of a "Town Center" made up of three components. The Community Center is one of the components. The existing central business district should be redeveloped as a mixed-use business district with design guidelines to create an enhanced and uniform appearance.

Historic Commercial

Another part of the "Town Center" is the Historic Commercial strip. The town should preserve the historic character of Main Street from the Community Center to Nooks Hill Road. Commercial uses can be incorporated into these large historic homes. Infill development of the vacant parcels along this corridor should be constructed in the same historic character.

Mixed-Use

The Town Center commercial district will need a critical population mass to support it. As part of the Town Center, the Future Land Use Plan proposes an area of medium density housing with a mix of commercial uses to be located north of New Lane should the property become available. The development should be situated around a "central park." Townhouse/condominiums three stories high would increase the population of the village, while preserving open space in other areas of the town. These units could also provide moderately priced housing options for young people just starting out and/or the elderly who wish to remain in the Town.

The Future Land Use Plan is intended to serve as the basis for future updates of the Town's Zoning Regulations.

The existing central business district should be redeveloped as a mixed-use business district with design guidelines to create an enhanced and uniform appearance.

A critical component of the Future Land Use Plan is to develop a vibrant waterfront.

Waterfront Village

A critical component of the Future Land Use Plan is to develop a vibrant waterfront. The Waterfront Village creates an active waterfront with a mix of Commercial, Recreational, and Residential Uses, which rely on access to the River. The Waterfront Village should be developed in the area of South Street between Main Street and River Road with connections to the Community Center through Wall Street.

Premium Business Park

A newly developed waterfront, world-class golf course, and a historic business district would make attractive amenities for corporate headquarters.

The Town of Cromwell should market the largely undeveloped northern section of the Town to high-end commercial office space and clean, “high-tech” manufacturing and assembly. A newly developed waterfront, world-class golf course, and a historic business district would make attractive amenities for corporate headquarters. The business park should be uniquely designed, nestled in an area which preserves agriculture and open space. A section of the business park can be situated within another golf course, similar to a residential-golf development.

Regional Commercial

Larger commercial establishments should be located on Berlin Road at the interchanges with I-91 and State Highway 9. This area takes advantage of highway access for a regional draw. Design standards should be in place to make sure the development is attractive.

Mixed Commercial

One of the traditional purposes of zoning is to prevent incompatible land uses from locating near each other. The intent is laudable – traffic, fumes and noise from a factory detract from the peace and quiet of a residential neighborhood, while neighborhood opposition can prevent a successful business from expanding. The unintended consequence of this principle, however, is that most people can no longer walk to work, shop, or school. Therefore, many communities are starting to create “mixed use” zones where uses that were once deemed “incompatible” are allowed to locate. Not all mixed use zones are the same, however. For example, a small convenience store might be acceptable in a “neighborhood business” mixed use zone, and higher density multifamily buildings might be acceptable in a “commercial business” mixed use zone.

The Future Land Use Plan designates several areas for mixed use commercial areas. Commercial establishments in these areas are generally smaller in scale. They could be destination enterprises or neighborhood retail stores. Residential uses should be incorporated within these commercial structures.

Industrial

In the Future Land Use Plan, traditional industrial development is reduced to the area around Sebeth Drive, while clean manufacturing and assembly would be directed to the area of the Premium Business Park. Industrial establishments are already present in this area and there is room for expansion. The area provides good access to the interstate system and is relatively isolated within the town.

Residential

The remainder of the town is designated for residential use. The density of residential development is not specified in the future land use plan, but it can vary from area to area as it does in the current zoning pattern.

Open Space

The Future Land Use Plan preserves all the parks and open space currently operated by the Town of Cromwell. Some of these properties could be better developed and maintained. In addition, the plan creates a “Central Park” in the Town Center Area.

Conservation Areas

The Conservation areas were designated by the Connecticut statewide plan for development and conservation. These areas are primarily derived from wetlands and flood plains. While it is not mandated, every effort should be made to avoid building in these areas.

Aquifer Protection Overlay

The Aquifer Protection Overlay already exists in the current zoning code. The overlay was created to prevent the contamination of the state and local groundwater sources. While the future land use plan recommends development within the Aquifer protection area, it can be done within the regulations set by the State of Connecticut. The Town of Cromwell could create further restrictions limiting the amount of impervious surfaces constructed in this area.

Zoning Implications

In order to implement the Future Land Use Plan, the Town of Cromwell will have to update its Zoning Code. New districts should be created in designated areas of the Town. A medium-density residential/mixed-use zone should be created. The Code will have to incorporate new language for Planned Office Developments. Agriculture Protection could either be addressed through planned developments or a mechanism for the transfer of development rights. Design standards will be mandatory for the Community Center and the Historic Commercial Zones. Design guidelines will also be necessary for the other commercial zones.

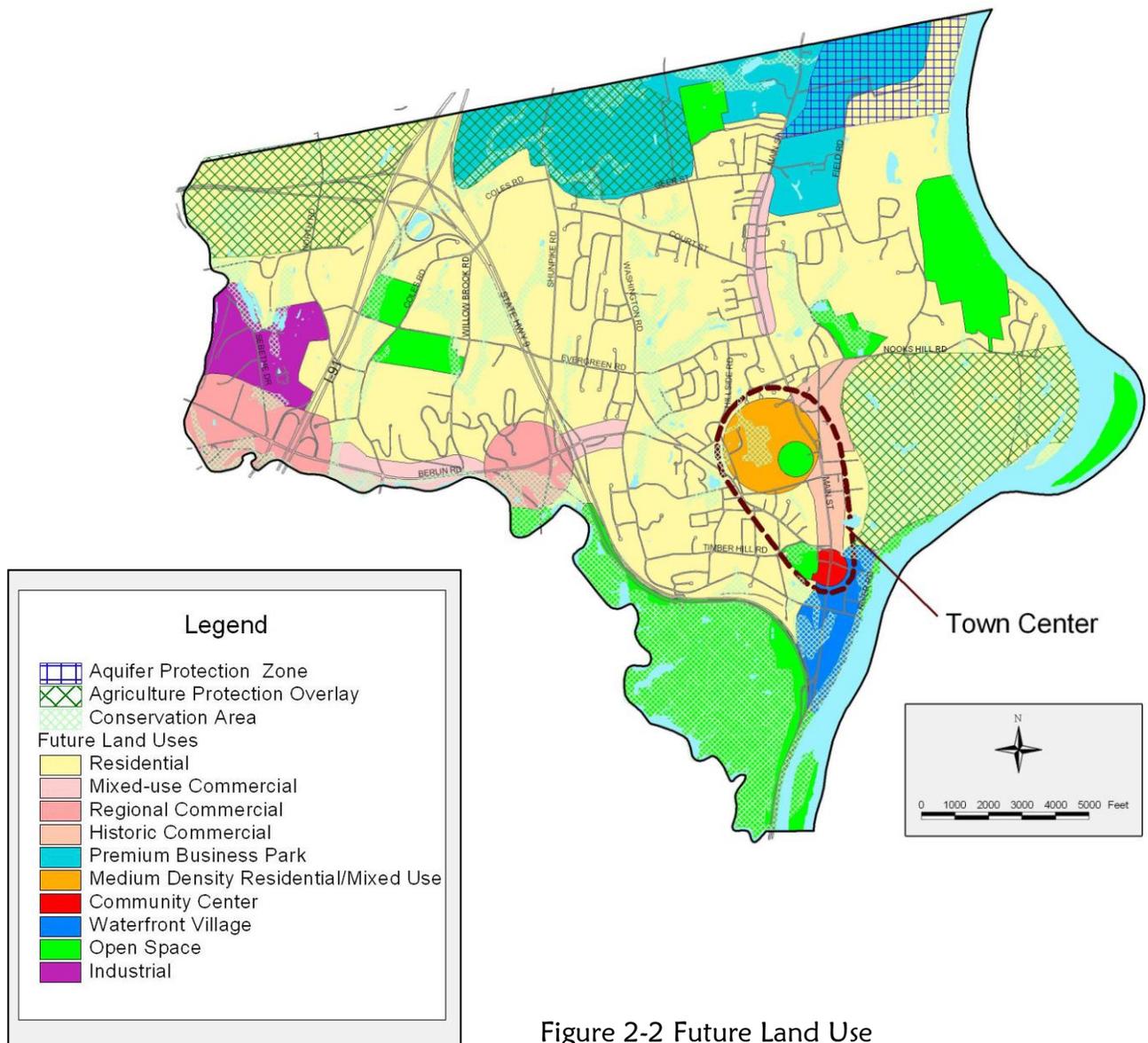


Figure 2-2 Future Land Use
Town of Cromwell

Consistency with State Plan

The Future Land Use Plan was compared to the State of Connecticut Plan of Conservation and Development Policies Plan Locational Guide Map for 2004-2009. While the land use categories are different, both plans identify the need to maintain existing neighborhoods and to direct economic development along established transportation corridors with access to utilities. A strategy of this Plan is the creation of a mixed-use “Town Center” in the vicinity of the existing historic Downtown. Additional economic growth, primarily in the light industrial sector, is proposed for along the Rocky Hill town line between Route 3 and Route 99.

In addition, this Plan will provide maximum protection of community character, environmental quality, and water quality and is consistent with the growth management goals of the State Plan of Conservation.

T o w n o f C r o m w e l l

2.5 Community Build-Out Analysis

The Town of Cromwell is a growing town with significant vacant land that can still be developed; how the Town will actually be developed is impossible to predict. A build out analysis is intended to demonstrate what kinds of development patterns are possible under a given set of conditions. The intent of this analysis is to show how development can be controlled with different land use policies. In this analysis, three different scenarios were analyzed for their potential development. The three scenarios are as follows:

- Full build-out based on existing zoning regulations
- Build-out of vacant land and farmland under existing zoning regulations
- Potential build-out of proposed Future Land Use Plan

The following build-out analysis was completed using a geographic information system (GIS). A parcel layer was intersected with a zoning or future land use layer creating a layer with current and future land use attributes. The new layer was intersected with a wetland layer. Depending on the scenario, assumptions were made as to how a given land use would be developed in a build out. The areas of these parcels were then summarized to obtain an overall area that will be built out in each future land use category. The overall land area was then calculated to obtain the number of residential units, amount of commercial or industrial floor space, and area of land that would remain as farmland. These calculations were based on current zoning tolerances or tolerances specified in the future land use scenario. In the Industrial and planned industrial zones, both industrial and commercial uses were permitted. For this reason, the amount of industrial space calculated in all scenarios represents a combination of industrial and commercial space.

The build-out analysis assumes that there is an unlimited demand for space in the town of Cromwell. Wetland areas were considered un-developable and were eliminated from the calculations in all of the scenarios. In all scenarios, community and public service properties were assumed to remain as their current use and were also removed from the calculations

Scenario 1

The first scenario demonstrates how the Town would be built out if it were started from scratch under current zoning regulations. This scenario assumes that the entire town will be rebuilt where zoning allows a greater density of development. For this scenario, all of the land area, except for community and public service properties and wetlands, were summarized by existing zoning classifications. The following calculations were used for each of zones. These calculations are based on the maximum allowable density of development in each of the zones.

- A-15 - $\text{Area} / 15,000 = \# \text{ of residential lots possible}$
- A-25- $\text{Area} / 25,000 = \# \text{ of residential lots possible}$
- A-40 - $\text{Area} / 40,000 = \# \text{ of residential lots possible}$
- BUS - $\text{Area} \times 25\% = \text{amount of commercial floor space}$
- DB - $\text{Area} \times 30\% = \text{amount of commercial floor space}$
- PO - $\text{Area} \times 25\% = \text{amount of commercial floor space}$
- IND - $\text{Area} \times 50\% = \text{amount of industrial floor space}$
- IP - $\text{Area} \times 25\% = \text{amount of industrial floor space}$
- WMXD
 - Residential $\text{Area} \times 20\% / 1,080 = \# \text{ of residential units}$
 - Commercial $\text{Area} \times 5\% = \text{amount of commercial floor space}$
- PRD - Left as existing development.

The PRD zone was left as currently developed because their development plan dictates the zoning densities. This analysis does not account for the creation of new PRDs. Farmland, which is the highest intensity of use allowed in the Flood Zone district, was calculated by finding the area of land that is not on a designated wetland. While some of the wetland areas could be used for farming, they were not included in this analysis.

Plan of Conservation and Development

The following table presents the build out potential if the whole town was built out at maximum density based on the current zoning.

Full Build Out Based on Current Zoning

ZONE	Land Area (sq. ft.)	Area Acres	Residential (Units)	Commercial Space (Sq.ft.)	Industrial Space (Sq.ft.)	Farmland (Acres)
A-15	31,426,031	721	2,100			
A-25	75,395,400	1,731	3,020			
A-40	11,423,104	262	290			
BUS	11,315,245	260		2,828,800		
DB	1,323,348	30		397,000		
F	8,161,481	187				190
IND	18,977,751	436			9,488,900	
IP	13,554,363	311			3,388,600	
PO	2,090,309	48		522,600		
PRD-1	1,081,643	25	330			
PRD-2	8,268,252	190	1,650			
W	33,504	1	10	1,700		
Total Build Out			7,400	3,750,100	12,877,500	190

A large portion of the Town of Cromwell is zoned as industrial use. As a result, the build out scenario demonstrates the potential for a profusion of industrial space. While both commercial and industrial uses are calculated in this figure. The potential remains that much of it could be industrial use. Industrial uses will add to the tax base of the town. However, they create few jobs per area and are often incompatible with surrounding uses.

Scenario 2

The second scenario demonstrates how the Town could be built out if only vacant and farmland was developed based on existing zoning regulations. This scenario uses the same methodology as the first scenario except that only vacant and farmland were summarized and calculated for new development potential. For this scenario, it was necessary to inventory the existing development so that it could be added to totals of the future build out. The number of existing residential units was estimated by counting the number of single family and condominium lots. Common open space areas in developments, which show as residential property on the existing land use map, were not counted as residential units. There was one apartment development that was not divided into individual lots. In this case, the number of residential units was estimated by counting the number of buildings in the complex and multiplying by twelve. The amount of commercial and industrial area was calculated by summarizing the total building area on commercial or industrial lots. While farmland was included in the area to be developed, it was still the most intense use allowed in the Flood District. Existing farmland was found by summarizing the area of land currently being farmed in the Flood District that is not in a wetland area.

The following table demonstrates the build out potential if only vacant land and farmland are built out based on current zoning.

Vacant and Farmland, Current Zoning

ZONE	Land Area (Sq.ft.)	Acres	Residential Units	Commercial Space (Sq.ft.)	Industrial Space (Sq.ft.)	Farmland (Acres)
A-15	2,555,164	59	170			
A-25	20,940,112	481	840			
A-40	5,982,350	137	150			
BUS	1,758,524	40		439,600		
DB	282,531	6		84,800		
F	5,209,931	120				120
IND	7,780,530	179			3,890,300	
IP	12,999,235	298			3,249,800	
PO	1,949,069	45		487,300		
W	20,215	0	0	1,000		
Total New			1,160	1,012,700	7,140,100	120
Existing			5,330	2,201,000	1,252,000	30
Total Build Out			6,490	3,213,700	8,392,100	150

Since some of the Town is already developed at densities smaller than allowed by the current zoning code, this scenario yields numbers that are less than in the first scenario. This scenario depicts a more accurate representation of the potential build out in the Town of Cromwell. Industrial floor space figures are still high in this scenario.

Scenario 3

The third scenario is a build out based on the Future Land Use Plan. The methodology for this scenario differs somewhat from the first two scenarios. The main premise for the methodology is that land will build out to the fullest density possible, but only if is economical to do so. Under this premise, commercial property redevelops continuously. It would be economically plausible for a commercial structure to be torn down and rebuilt at a greater density. Therefore, commercial and industrial uses were built out at the greatest density regardless if the land had an existing use. However, it would not be economical to tear down existing residential properties for the purpose of creating a few new lots. For this reason the residential build out is based on the maximum build out of vacant land, while preserving the existing residential pattern. Existing commercial and industrial properties in an area designated as residential would also remain intact. The amount of existing residential units, commercial and industrial floor space was calculated the same way as in Scenario Two. The number of existing residential units is not the same as in the second scenario because some residential properties will be redeveloped in commercial areas. The exact methodology used for each future land use is described below:

Future land use, not in Agriculture Protection Overlay:

- Residential
 - Existing units counted as mentioned
 - Commercial and Industrial Buildings measured as existing
 - Remaining vacant land and farmland built out based on existing zoning as in scenarios 1 & 2
- Neighborhood Commercial
 - Land area x 25% = commercial floor space
- Regional Commercial
 - Land area x 30% = commercial floor space
- Historic Commercial

T o w n o f C r o m w e l l

- Number of buildings = residential units
- Area of building plate = commercial floor space
- Added 4 residential units and 10,000 sq.ft. for infill lots
- Premium Business Park
 - Land area x 10% = commercial floor space (office)
- Town Center Village
 - 50% Land area = Open Space
 - 25% land area x 30% = commercial floor space
 - 25% of area @10 units/acre = number of residential units
- Community Center
 - Land area x 25% = commercial floor space
 - Building area / **1,500 sq.ft.** = # of residential units
- Waterfront Village
 - Counted existing residential units
 - Remaining area calculated like current zone
 - Area x 20% /**1,500** sq.ft. = number of residential units
 - Area x 5% = commercial floor space
- Industrial
 - Land area x 50% = industrial floor space

Future land use in Agriculture Protection Overlay

- Residential
 - Land Area x 80% = Farmland
 - Land Area x 20% / 10 units per acre = Number of residential units
- Premium Business Park
 - Land Area x 80% = Farmland
 - Land Area x 10% = Commercial floor space (office)
 - Land Area x 10% = Parking lot

Plan of Conservation and Development

Using these parameters, the following table was generated for the build out of the future land use.

Build Out Based on Proposed Future Land Use

Future Land Use Designation	Residential (Units)	Commercial Space (Sq.ft.)	Industrial Space (Sq.ft.)	Farmland (Acres)
Residential	1,480			310
Neighborhood Commercial		1,425,000		
Regional Commercial		2,342,000		
Historic Commercial		142,000		
Premium Business Park		2,766,600		250
Town Center Village	300	392,000		
Waterfront Village	120	44,600		
Industrial			3,310,000	
Community Center	80	126,500		
Total New	1,980	7,238,700	3,310,000	560
Existing	5,120	98,000	4,000	30
Total Build Out	7,100	7,336,700	3,314,000	590

In the Future Land Use Scenario, much of the industrial zoned land is replaced by Premium Business Park development. The Farmland Protection Overlay of the Future Land Use provided for the preservation of an additional 440 Acres of farmland.

Summary of the Build Out Scenarios

The following table compares the figures calculated by the three different build out scenarios.

Summary of Build Out Scenarios

	Residential (Units)	Commercial Space (Sq.ft.)	Industrial Space (Sq.ft.)	Farmland (Acres)
Scenario 1	7,400	3,750,100	12,877,500	190
Scenario 2	6,490	3,213,700	8,392,100	150
Scenario 3	7,100	7,336,700	3,314,000	590

The first two scenarios exhibit a significant amount of industrial space. In the third scenario, much of the industrial space is converted to commercial space. More than three million square feet of this commercial office space can be attributed to office space in the Premium Business Park. The Premium Business Park also allows for 80% of the land to be preserved as open space. The amount of commercial and industrial space combined in the third scenario is equivalent to that of the second scenario.

The third scenario provides for a small increase in the number of residential units over the second scenario, but less than the first scenario. An increase in the number of residential units will be necessary to support the increase in commercial space. Most of the increase in residential units is concentrated in a small area and does not reduce the amount of open space. All of these uses will contribute to the tax base of the Town of Cromwell.

The third scenario demonstrates how the Town of Cromwell can grow both its commercial and residential base while preserving open space. A total of 440 acres of farmland are preserved in the third scenario over the other two. Not shown in the build out figures is the creation of 60 acres of parkland within the **Town Center Village.**

2.6 Town Growth Management Techniques

Demographics indicate that Cromwell, similar to the Middlesex County region as a whole, is growing. A crucial element of Cromwell's Plan for Conservation and Development is to enable sensitive growth that accommodates new residents and business opportunities while protecting the Town's character. The State of Connecticut also encourages the promotion of Smart Growth tools for use where appropriate.

The following graphics illustrate three areas of the Town and concepts for their future "build-out". Each of the concepts is a physical representation of the policies that have been developed as a part of the planning process.

The following graphics are represented:

- Waterfront Redevelopment: Community Center Concept
- Sustainable Commercial Growth Techniques: "Agricultural" Business Park
- Select Industrial Land Reuse: Medium Density Residential Development

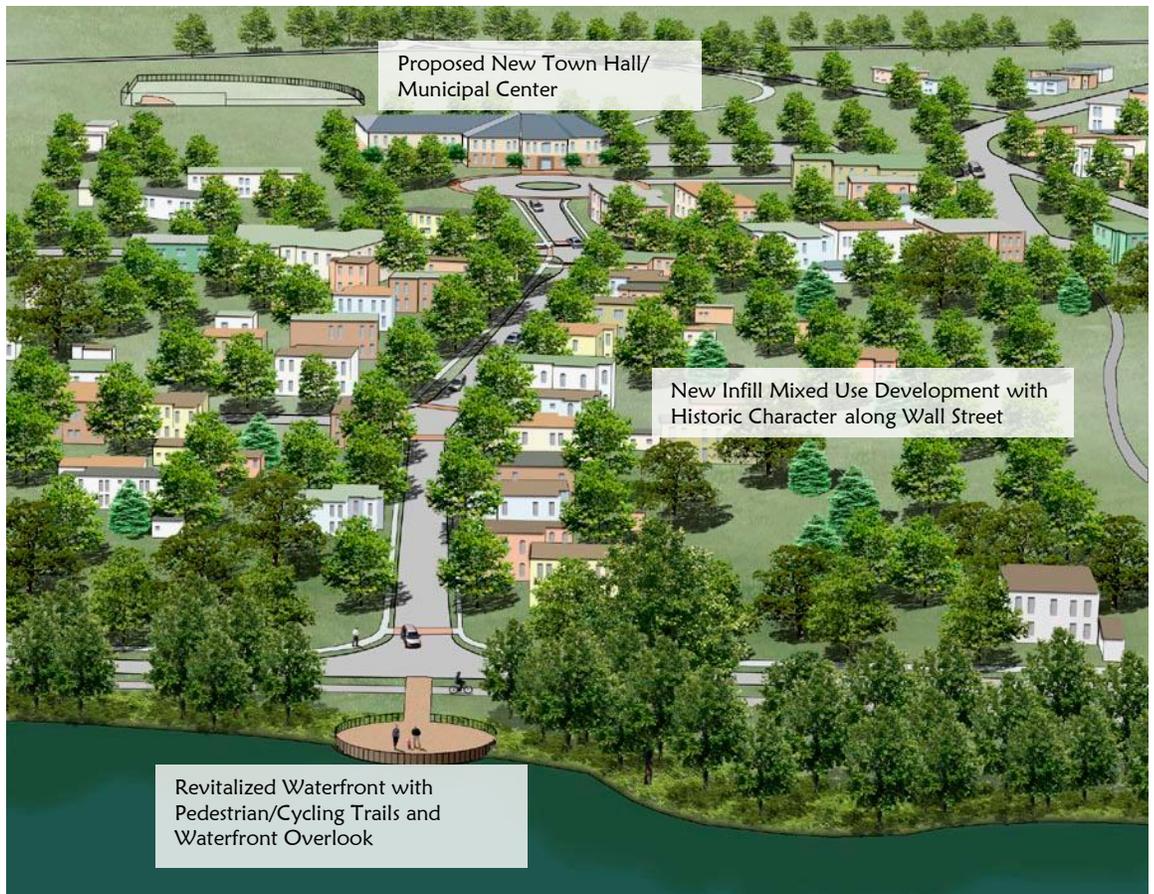
Each graphic is accompanied by an Overview of the intended land use issue to be addressed, a description of the proposed land use, and the purpose the development is intended to achieve.

A crucial element of Cromwell's Plan for Conservation and Development is to enable sensitive growth that accommodates new residents and business opportunities while protecting the Town's character.

Overview

Cromwell's spectacular waterfront is currently isolated from historic Main Street and very difficult to access. Policies set forth in this Plan dictate that both Main Street and the waterfront area should be enhanced to improve Cromwell's quality of life. The residents and legislators of the Town are united in their opinion that a future "center" for Cromwell should be focused in this Main Street/Waterfront area.

Waterfront Redevelopment: "Community Center" Concept



Potential view north from the Intersection of River Road and Wall Street

Description

This concept illustrates the intersection of the Connecticut River (River Road) and Wall Street re-imagined as a connective boulevard. This boulevard would extend across Main Street and terminate at a potential new “Town Hall” for Cromwell. New structures illustrated along the boulevard capture Cromwell’s historic flavor and enable higher density mixed-use development. The mixture of uses could include retail and/or professional offices on the first floor, and offices and/or residential on the second and third levels.

The waterfront has been revitalized for enhanced public access with pedestrian/cycling trails and a waterfront overlook.

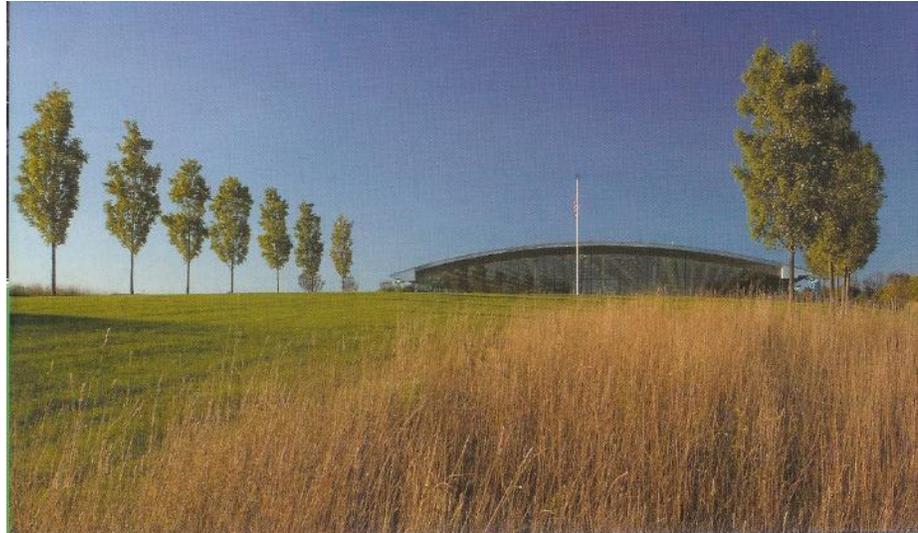
Purpose

Establishing this new connection would create a nucleus of activity that unites the waterfront, historic Main Street, and the center of civic activity.

Business Park



Potential preservation and sensitive reuse of Town agricultural land



THE NEW-AGE CORPORATE CITADEL

FLETCHER-THOMPSON—TIMEX WORLD HEADQUARTERS, MIDDLEBURY, CONNECTICUT

The above photograph illustrates the sensitive, sustainable reuse of agricultural land as high-technology office space.

An important growth management technique to guide Cromwell's future is to enable the sensitive development of high quality commercial buildings.

Developing a commercial business park will preserve agricultural land, enhance the Town's profile as a business location, enhance the tax base, and retain the physical character so strongly appreciated by existing Town residents.

Overview

Despite a proliferation of new housing development over the past decade, Cromwell has a significant stock of agricultural and vacant land. While preserving agricultural land is prudent, it is not realistic to expect that all of this remaining land will remain undeveloped in a market economy.

An important policy supported by Town residents and legislators is to control, where possible, the amount of future single-family residential development. From an economic development perspective, commercial development generates greater tax revenue and is more economical to service. Therefore, an important growth management technique to guide Cromwell's future is to enable the sensitive development of high quality commercial buildings.

Description

The graphic illustrates the placement of a high-tech business park upon existing agricultural land. Rather than typical "business park" landscaping, the natural landscape is left intact.

Purpose

Developing a commercial business park in this manner will preserve agricultural land, enhance the Town's profile as a business location, enhance the tax base, and retain the physical character so strongly appreciated by existing Town residents.

Select Industrial Land Reuse: Medium Density Residential Development



Potential Future for Existing Greenhouse parcel nestled between Main Street and Hillside Road

Overview

Residents and Town officials alike have expressed concern over the evolution of existing land uses and how their change will affect the character and quality of life in Cromwell. One particular area of concern is the large parcel of land nestled between Main Street and Hillside Road that is currently dedicated to nursery use. Policies established in this Plan promote a proactive, rather than reactive, approach to planning. Therefore, a “vision” for the future evolution of this land parcel that satisfies Cromwell’s established land development policies is necessary.

Description

The above referenced graphic illustrates a potential concept that could accommodate the evolution of this site. Medium density development satisfies many objectives of Cromwell’s Plan of Conservation and Development.

The photographs above represent potential medium-intensity, two story developments of varying design character for portions of Cromwell’s remaining vacant land proximate to the Town Center and waterfront. Developments with strong design standards can preserve land while serving many potential markets: empty nesters, seniors, singles and young families.

The Medium density development preserves land, reduces the cost of community services, promotes a variety of housing types that are currently unavailable in Cromwell, and builds the density necessary to achieve an economically healthy historic Main Street and Waterfront District.

Purpose

The development preserves land, reduces the cost of community services, promotes a variety of housing types that are currently unavailable in Cromwell, and builds the density necessary to achieve an economically healthy historic Main Street and Waterfront District.

3 Our People

3.1 Population Inventory

This chapter analyzes a variety of population characteristics of Cromwell. The information presented in this chapter is based on figures obtained through the U.S. Bureau of the Census in 2000 and 1990. Analysis of the demographic data presents a picture of the Town and how its demographics compare to neighboring communities.

The 2000 Census showed that Cromwell's population had grown by 5% and had already exceeded the 2020 (12,790) projected population figure.

3.1.1 Changes in Population

The Town of Cromwell had 12,871 residents according to the 2000 US Census. The Town experienced a 200% population increase between 1950 and 2000. During the same time period the County grew by 130% and the State by 70%. The most significant decades of growth for the Town of Cromwell were the 1960's and 1980's when the Town population grew by 58% and 39% respectively. The County and the State had their greatest population increases during the 1960's and the 1970's. However, between 1990 and 2000, a similar pattern of slower growth rates was observed in all comparison areas. During that time period the Town's population grew by 5% while the County's grew by 8% and the State by 4%.

Table 3.1-1 Change in Population 1950 - 2000
Town of Cromwell and Comparison Areas

Jurisdiction	1950	1960	1970	1980	1990	2000	Percent Change 1950-2000
Town of Cromwell	4,286	6,780	7,400	10,265	12,286	12,871	200.3%
Town of Rocky Hill	5,108	7,404	11,103	14,559	16,554	17,966	251.7%
City of Middletown	29,711	33,250	36,924	39,040	42,762	43,167	45.3%
Middlesex County	67,332	88,865	114,816	129,017	143,196	155,071	130.3%
Connecticut	2,007,280	2,535,234	3,032,217	3,107,576	3,287,116	3,405,565	69.7%

Source: Connecticut Department of Economic and Community Development and peter j. smith & company, inc.

As indicated in the table that follows, in 2000, the Town of Cromwell was predominantly (92%) White, which was similar to the population in the County (90%). Among comparison areas the City of Middletown and the State were more diverse as Whites accounted for 77% of their populations. While the population in Cromwell has been and still is predominantly White, the percentage of non-whites increased between 1990 (5.2%) and 2000 (8.4%). A similar pattern of increasing diversity occurred in all comparison areas.

In 2000, 52% of Cromwell’s population was female. Females accounted for a higher percentage of the population in all comparison areas. The median age of all residents in Cromwell rose from 35.9 years in 1990 to 40.2 years in 2000. This increase was a reflection of both an increase in the number of residents 50 years and over (23%) as well as a decrease in the number of residents in the 18 to 34 years range (-27%). While a similar pattern was observed among all comparison areas, Cromwell (4.3 years) and Middletown (4.8 years) had the greatest increases in median age.

Table 3.1-2 Population and Household Characteristics – 2000

Town of Cromwell and Comparison Areas

	Cromwell	Rocky Hill	Middletown	Middlesex County	Connecticut
Population	12,871	17,966	43,167	155,071	3,405,565
White	91.6%	88.9%	77.2%	89.6%	77.4%
Male	47.9%	49.1%	48.4%	48.7%	48.4%
Female	52.1%	50.9%	51.6%	51.3%	51.6%
Under 18 years	21.5%	19.9%	21.8%	23.2%	24.7%
18 to 34 years	19.4%	20.6%	25.3%	20.2%	21.1%
35 to 49 years	26.3%	25.8%	24.6%	26.1%	24.7%
50 to 64 years	16.6%	17.6%	14.9%	16.9%	15.7%
65 years and Older	16.2%	16.1%	13.4%	13.6%	13.8%
Median Age	40.2	40.8	36.3	38.6	37.4
Total Households	5,212	7,554	18,554	61,341	1,301,670
Average Household Size	2.35	2.26	2.23	2.43	2.53

Source: US Bureau of Census and peter j. smith & company, inc.

3.1.2 Population Projections

The most recent population projections figures available from the State of Connecticut's Office of Policy and Management (OPM), Connecticut Population Projections, Series 95.1, indicated that between 1990 and 2000 the population would increase by 1.7% and between 2000 and 2020 it would increase by 2.4%. These projections were based on 1990 Census data. The 2000 Census showed that Cromwell's population had grown by 5% and had already exceeded the 2020 (12,790) projected population figure. Due to decreases in staff at OPM, projections based on 2000 census data are not available.

The Connecticut Department of Public Health has prepared population estimates that indicate that as of July 1, 2003 Cromwell had a population of 13,471, which was 4.7% higher than its population in 2000.

3.1.3 Findings

- Between 1990 and 2000 Cromwell's population grew at a faster rate than the State but at a lower rate than the County
- Non-whites accounted for a higher percentage of the population in 2000 than in 1990 among all comparison areas
- In 2000, Cromwell had a higher median age than all comparison areas and a greater increase in the median age of its residents, between 1990 and 2000, than all comparison areas except Middletown
- According to population estimates, Cromwell has grown at a faster rate than was projected between 2000 and 2003

3.2 Housing Inventory

This section assesses housing conditions in the Town of Cromwell. Housing conditions are evaluated through a review of total number of housing units, total units in each structure, age of the housing stock, selected monthly costs, value of the housing, housing occupancy and vacancy, household size and composition, public utilities, building permits, housing programs and other data. The goal of this evaluation of the housing stock is to ensure that there is adequate housing for all resident of the community.

3.2.1 Total Housing Units and Occupancy

According to the US Census, in 2000, the Town of Cromwell had approximately 5,365 housing units and 5,212 of those units (97%) were occupied. Most (76%) homes in Cromwell were owner occupied. Cromwell had the lowest vacancy rate (3%) among comparison areas. Vacant units in comparison areas consisted of primarily seasonal use and rental units while in Cromwell most (48%) vacant units were in the for sale category.

Between 1990 and 2000 the number of housing units increased by 5.4% in the Town of Cromwell. All comparison areas experienced an increase in housing units. The State had the lowest rate of increase (4.9%) and the County had the highest (9.2%). The vacancy rate decreased from 5% in 1990 to 3% in 2000.

Table 3.2-1 Housing Characteristics – 2000
Town of Cromwell and Comparison Areas

	Cromwell	Rocky Hill	Middletown	Middlesex County	Connecticut
Housing units: Total	5,365	7,956	19,697	67,285	1,385,975
Housing units: Occupied	97.1%	94.9%	94.2%	91.2%	93.9%
Owner occupied	76.2%	65.5%	51.3%	72.1%	66.8%
Renter occupied	23.8%	34.5%	48.7%	27.9%	33.2%
Housing units: Vacant	2.9%	5.1%	5.8%	8.8%	6.1%
For rent	12.4%	40.8%	50.2%	14.8%	31.3%
For sale	48.4%	14.9%	14.8%	9.9%	13.6%
Rented or sold; not occupied	22.2%	22.6%	8.9%	5.6%	8.0%
For seasonal; recreational; or occasional use	5.2%	17.7%	14.0%	60.2%	30.3%
For migrant workers	0.0%	0.0%	0.0%	0.0%	0.2%
Other vacant	11.8%	4.0%	12.1%	9.5%	16.5%

Source: US Bureau of Census and peter j. smith & company, inc.

3.2.2 Age of Housing

Cromwell had a higher percentage of newer homes than all comparison areas except Rocky Hill, in 2000. The median year for houses built in the Town of Cromwell was 1973. A total of 59% of homes in Cromwell were built in 1970 or later, compared to 46% in the County and 37% in the State. While a smaller percentage of homes in Cromwell were constructed prior to 1950, it is still important to insure that older homes are properly maintained so that the community's appearance and property values are maintained.

Table 3.2-2 Age of Housing – 2000
Town of Cromwell and Comparison Areas

	Cromwell	Rocky Hill	Middletown	Middlesex County	Connecticut
1990 to 2000	7.8%	12.9%	12.1%	11.5%	8.6%
1980 to 1989	21.8%	18.9%	18.6%	16.6%	13.2%
1970 to 1979	29.0%	31.1%	16.3%	16.6%	14.7%
1960 to 1969	8.1%	14.7%	13.2%	14.2%	15.3%
1950 to 1959	13.2%	10.6%	13.0%	13.6%	16.7%
1940 to 1949	6.4%	4.0%	7.0%	7.2%	9.2%
1939 or earlier	13.7%	7.8%	19.8%	20.4%	22.3%
Median Year Structure Built	1973	1974	1968	1966	1961

Source: US Bureau of Census and peter j. smith & company, inc.

3.2.3 Housing Trends

Housing values provide an indication of the quality and demand for homes that exist within a community. They are also reflective of the revenue stream that is available to the municipality. Housing value is an estimate of how much a piece of property would sell for if it were for sale.

The median value of a home in Cromwell was \$143,500 in 2000. This was lower than all comparison areas except Middletown. The greatest percentages of home values were between \$125,000-\$149,999 (20%) and \$100,000-\$124,999 (19%). The median gross rent in Cromwell was \$797, which was higher than all comparison areas except Rocky Hill.

The median value of a home in Cromwell was \$143,500 in 2000.

Cromwell’s median home value and gross rent were both lower in 2000 than in 1990 (\$212,267 and \$942 respectively, when adjusted to reflect the value of a dollar in 2000). A similar pattern of lower home value and rent was observed in all comparison areas. Between 1990 and 2000, the median home value decreased by 32% in Cromwell, 27% in the County and 28% in the State. This was due to several factors including: the default of Colonial Realty, a major real estate company in West Hartford, CT, national economic issues, increases in interest rates, and the implementation of a state income tax, among others. Housing values started to rebound in the late 1990’s and according to local experts has increased by 10-12% annually over the last 5 years.

The table that follows summarizes housing values in Cromwell and comparison areas in the year 2000.

Table 3.2-3 Housing Values – 2000
Town of Cromwell and Comparison Areas

	Cromwell	Rocky Hill	Middletown	Middlesex County	Connecticut
Total Specified Owner-Occupied Units	3296	4,110	8027	38203	728244
Less than \$50,000	0.7%	0.2%	1.3%	0.7%	0.8%
\$50,000 to \$99,999	16.0%	7.6%	16.7%	8.2%	11.7%
\$100,000 to \$124,999	18.5%	10.3%	18.6%	12.3%	13.6%
\$125,000 to \$149,999	20.0%	17.5%	21.5%	17.8%	15.5%
\$150,000 to \$174,999	11.7%	23.2%	15.9%	17.3%	12.4%
\$175,000 to \$199,999	11.5%	13.0%	10.9%	12.9%	9.1%
\$200,000 to \$249,999	8.4%	12.3%	8.5%	13.4%	11.2%
\$250,000 to \$299,999	7.4%	9.7%	4.7%	8.5%	7.6%
\$300,000 to \$399,999	4.1%	5.3%	1.1%	5.3%	7.2%
\$400,000 and above	1.6%	0.8%	0.6%	3.6%	10.8%
Median Value	\$143,500	\$165,400	\$140,400	\$166,000	\$166,900
Median Gross Rent	\$797	\$851	\$665	\$701	\$681

Source: US Bureau of Census and peter j. smith & company, inc.

An examination of the residential building activity within the Town of Cromwell shows the number of housing starts as well as the level of investment occurring within the community. According to the US Bureau of the Census, CenStats database between 2000 and 2005 residential construction has continued but the volume has fluctuated and construction costs have increased. In 2000, 103 building permits were issued to generate 114 units at an average unit cost of \$117,680. In 2005, permits were issued for 24 single-family units at an average unit cost of \$227,613. Between 2000 and June 2006, a total of 383 building permits were issued for the construction of 394 units. Single-family units were the predominant housing type being built.

Home sales are another indicator of local housing trends. Home sales data obtained from a local realtor indicate that the downward trend that was observed between 1990 and 2000 has been reversed. The average sale price of both single family and condominiums units has increased between 2000 and 2004. New construction in Cromwell has impacted the average sale price of homes as these new homes have significantly higher prices.

In 2004 the average sale price of a home in Cromwell was \$291, 941.

Table 3.2-4 Home Sales 2000 - 2005
Town of Cromwell

Year Listed	Single Family		Condominium	
	Units Sold	Average Sale Price	Units Sold	Average Sale Price
2004	125	\$291,941	170	\$171,364
2003	124	\$253,455	172	\$137,309
2002	134	\$234,144	179	\$137,403
2001	136	\$202,898	184	\$105,094
2000	86	\$182,267	130	\$99,665

Source: T. Madden - Century 21, as of June 9, 2005

3.2.4 Findings

- Cromwell's vacancy rate decreased from 5% in 1990 to 3% in 2000 and at the same time the number of housing units increased by 5%
- Most housing units in Cromwell were constructed in 1970 or later
- Housing values decrease in Cromwell and all comparison areas between 1990 and 2000. However, housing values in Cromwell have increased significantly between 2000 and 2005

3.3 Community Inventory

3.3.1 Government Structure

Cromwell's municipal government operates under a Town Charter. The legislative power of the town is vested in a combination of Town Meetings and a seven-member Board of Selectmen, with a Board of Finance responsible for presenting fiscal operating budgets for Town Meeting approval.

The Board of Selectmen consists of a first selectman and six other selectmen who are elected for two-year terms. The first selectman is the fulltime chief executive and chief administrative officer of the Town. The Board of Selectmen is empowered to enact, amend or repeal ordinances that are not inconsistent with the Town Charter or General Statutes and may recommend to the Town Meeting the creation, consolidation or abolition of boards, commissions, departments or offices not specifically authorized in the Town Charter.

The Town Meeting has full authority for final approval of the annual town budget and special town meetings called for the following actions:

- Authorization of bonds and all forms of financing whose term exceed one year
- Supplemental appropriations to the annual budget
- Purchase or sale of real property
- Creation of permanent boards, commissions, departments or agencies not provided for in the Town Charter
- Initial application for state or federal grants involving a local financial share of over one half of one percent of the total annual budget for the current fiscal year
- Real estate leases or lease options to which the Town is a party with terms over five years
- Proposals for municipal improvements that have been disapproved by the town Planning and Zoning Commission
- Acceptance of the annual town report

3.3.2 Historic and Cultural Resources

The Town of Cromwell currently has one structure and two districts that are listed on the State and National Register of Historic Places. They are:

Sage-Kirby House (The Kirby House) – Located at 93 Shunpike Rd, this privately owned building is an example of the Federal architectural style of the early 1800”s. The building was listed on the historic register in 1982 because of its significance in architecture, social history and agriculture

Main Street Historic District – Roughly bounded by Nooks Hill Road, Prospect Hill Road, Wall and West Streets and New Lane, and Stevens Lane and Main Street, the district consists of 1300 acres with 65 buildings and 1 structure. Architectural styles from 1750-1950, including Greek Revival, Italianate and Georgian, are represented. The district’s areas of significance are industry, commerce, architecture and social history. It was included on the historic register in 1985

Middletown Upper Houses Historic District (Upper Houses River Port) – Consists of all of Wall Street, Pleasant Street, School Street, South Street east of Main Street and River Road. The district includes 58 buildings and 1 structure on 700 acres and illustrates the Late Victorian, Colonial and Federal architectural styles from 1700-1849. The district’s areas of significance are community planning and development, commerce, historic-non-Aboriginal and architecture. Buildings are privately owned. The district was included on the historic register in 1979.

The Cromwell Historical Society

The Cromwell Historical Society is located in the Stevens-Frisbie House at 395 Main Street. Stevens-Frisbie House, built in 1853, was gifted to the Historical Society and now serves as a museum that features exhibits about local history and the Frisbie and Ranney families. The Society offers a Christmas Open House, monthly meetings and programs, as well as special events (like Victorian Teas) throughout the year. Living history programs are provided at events and local schools by Juleps & Viragoes (civil war re-enactment group). Approximately 500-600 individuals participate in the Society programs annually.

3.3.3 Educational Resources

Four public schools and one private school serve the Town of Cromwell. The Children’s Learning Center at 60 Hicksville Road is a private-nonprofit school that serves about 100 youngsters in grades 4 through 12. The Cromwell School District consists of four public schools that educate approximately 90% of the total student population: Edna C. Stevens School (ECS), Cromwell Middle School (CMS) Intermediate School (WIS) and Cromwell High School (CHS). During the 2004-2005 school year, the district had a total enrollment of 1,941 students. Total enrollment in the district increased by 8.6% between 2000 and 2005 and is expected to increase by 2.4% during the 2005-2006 school year.

The Cromwell school district has an excellent reputation that increases the community’s desirability as a place to live.

Table 3.3-1 Educational Facilities

Town of Cromwell

School	Address	Grades	Enrollment 2004- 2005	Building Capacity	Year Constructed
Edna C. Stevens School	25 Court Street	PreK-4	789	500	1959
Cromwell Middle School	9 Mann Memorial Drive	5-8	638	600	1955
Cromwell High School	Donald Harris Drive	9-12	514	600	1980
Woodside Intermediate School	30 Woodside Road	3-5	N/A	600	2006

Source: Cromwell Public Schools

Woodside Intermediate School, a new school, relieves overcrowding and positions the district to appropriately meet future needs. Other proposed improvements for the near future include:

- Technology Fiber Network (District)
- 2006 Asbestos Floor Replacement (CMS)
- 2007 Roof Replacement (ECS)

The Cromwell school district has an excellent reputation that increases the community’s desirability as a place to live. According to the Strategic School Profile 2003-04, the Cromwell School District had a lower student/teacher ratio (12.8) than its Education Reference Group (ERG) (13.0) and the State (13.8). Additionally, professional staff in the school district had more experience than comparison areas and a larger percentage (79.2%) had a master’s degree or higher than the State (78.6%). Student performance was reflected in the district’s lower drop out rate and significantly higher percentage of graduates pursuing higher education when compared to its ERG and the State.

The State Department of Education developed ERGs to group districts, which have similar socioeconomic characteristics and need in order to compare achievement and expenditures among school districts. Connecticut's school districts have been divided into nine ERGs. Cromwell is part of ERG E which includes the following districts: Ashford, Brooklyn, Canaan, Canterbury, Chester, Colebrook, Coventry, Cromwell, Eastford, East Haddam, Franklin, Hampton, Hartland, Kent, Lebanon, Lisbon, Norfolk, N. Stonington, Portland, Scotland, Sharon, Union, Regional #1, Regional #11, Regional #16.

Table 3.3-2 Teaching Staff and Student Performance Indicators 2004 - 2005

Cromwell School District and Comparison Areas

	Student/Teacher Ratio	Average Years of Experience in Connecticut	Staff with Master’s Degree or Higher	Drop-out Rate 2003-04	Pursuing Higher Education 2004
Cromwell District	13.1	14.6	82.0%	0.6%	91.4%
Education Reference Group (ERG)*	13.3	13.7	80.4%	2.0%	82.8%
State	13.8	13.2	78.5%	1.8%	81.5%

Source: Connecticut Department of Education

* A state classification of district whose students’ families are similar in education, income, occupation and need and have roughly similar enrollment

3.3.4 Library Resources

The Cromwell Belden Public Library, located at 39 West Street, consists of approximately 16,000 square feet of space added to the Town Hall Complex. The Library was constructed in 1985 and includes courtyard space that is currently being studied to accommodate an expansion of the Library. There is a program room that seats 40 people comfortably, as well as a children's story room, a small conference room, and a local history room.

The Library currently houses 72,000 volumes. In 2005, the Library circulated 104,625 items. Over 5,000 print and non-print items have been added to the collection in the past year. The Library serves its 5,582 current cardholders (approximately 43% of the town's current population), as well as borrowers who reside outside of Cromwell, through the statewide reciprocal borrowing program. Library Website Services include On-line Catalog (including the ability to place holds, check your account, and renew your library materials from home), 24/7 Virtual Reference Service, Reference USA database, ICONN Databases, and Audio Book Download Service. Other services at the Library include Internet Access (policy applies), a variety of children and adult programs, as well as computer instruction sessions for the public, and Museum Pass Program. Special collections include Local History of Cromwell. It is estimated that 68,500 people visit the Library annually.

3.3.5 Emergency Resources

Police

Cromwell Police headquarters is located at 5 West Street. A \$2.7 million renovation and expansion project was approved in 1997 and completed in 2000 that addressed the need for office space, storage space, officer safety and other issues. The expansion added 8,500 square feet to the existing 5,200-square foot building.

The much larger facility now provides a lobby and community room, which is also used as a fully equipped Emergency Management Operation Center and Training Room; a state of the art Communication Center; an expanded Booking and Cell Block area along with a new Sally Port (Garage Area).

The Police Department has an authorized strength of twenty-four officers, eight civilian employees, and a full-time and part-time animal control officer.

The department includes the following major units:

- Motorcycle Unit – 2 officers and a fully equipped Harley-Davidson motorcycle
- Bicycle Division – 4 officers equipped with Trek, 24 speed mountain bikes
- K-9 Unit – 1 officer and a canine partner
- Marine Patrol Unit – 6 certified Officers and a new fully-outfitted 20 foot Maritime Skiff Boat
- Animal Control Division – 1 officer
- School Resource Officer – 1 officer

The Department handles over 10,000 calls for service per year that range in scope from assisting motorists to conducting major criminal investigations. Approximately 600 motor vehicle accidents are investigated annually. The number of calls that the department has responded to has fluctuated over the past four years: 2002 – 10,447 calls, 2003 – 13,183 calls, 2004 – 12,541 calls and in 2005 - 11,216 calls. Two mutual aid agreements are currently in place: Capitol Region Chiefs of Police Mutual Aid Agreement and Mid-State Regional Mutual Aid Agreement.

Projected needs for the next five years include:

- Increasing number of sworn officers from 25 to 30
- Addressing Supervisory needs
- Replacing 2-3 police vehicles annually
- Additional equipment as necessary

Fire and Ambulance

The Cromwell Fire District is a separate government entity that provides fire protection, ambulance service and water services to the Town of Cromwell. The Cromwell Fire Department, established in 1928, is an all-volunteer fire department. Total department responses are approximately 1800 calls per year. This call volume has held steady for the last 4 years.

In 2005, Cromwell Fire Department responded to a total of 2058 calls for assistance. The calls included 706 fire/rescue calls and 1608 EMS calls. For the first time in many years Cromwell Fire Department is now handling all day time ambulance responses, replacing Hunters Ambulance Service. Hunters Ambulance Service still provides back up service at times of call overload per a mutual aid agreement.

The Cromwell Fire Department has its own dispatch center. The dispatch center has four full time and six part time dispatchers. We are the primary dispatch center for all task force responses and we provide back up dispatch service for surrounding communities.

Active mutual aid agreements are in place with the surrounding communities of Northern Middlesex County and Southern Hartford County. The department participates in a regional task force that includes the towns of Rocky Hill, Wethersfield, Berlin and Newington.

The Cromwell Fire Department has a total staff of 80 persons including six career personnel. Seventy-five percent of our staff is medically trained. Twenty-three personnel are EMS response only, 20 are fire response only and 37 perform both fire and EMS response.

The Cromwell Fire Department has three stations that are located throughout the town. The table that follows indicates the location and equipment available at each station.

Table 3.3-3 Fire Department Facilities

Town of Cromwell

Station	Location	Equipment	Size	Year Built
Court Street Headquarters	82 Court Street	Engine 1 Aerialscope 1 (75' Tower) Rescue 1 (Heavy Rescue) Ambulance 4B	6000 s.f.	1965
Coles Road Station	Coles Road	Engine 2 Engine 9 Equipment 1 (Utility) Attack 1 (Brush) Car 20 (Pickup)	10000 s.f.	1996
West Street Station	1 West Street	Engine 8 Ambulance 4A Staff 1 (Pick up) Marine 11 (17 foot boat) Marine 11A (10 foot inflatable Zodiac)	1200 s.f.	2006

Source: Cromwell Fire Department

The following improvements are anticipated over the next five years:

- Raze the West Street Station and build a new facility in its place (third quarter of 2006)
- Hire six full time firefighters for daytime fire and EMS coverage (third quarter of 2005)
- Replacement of the aerial piece (next 3-5 years)

3.3.6 Health Facilities

There are no hospitals located in the Town of Cromwell. However, the Middlesex Hospital is located four miles south of Cromwell in Middletown. The Middlesex Hospital, 28 Crescent Street, is a not-for-profit health network that has served residents of the Greater Middlesex County communities for over 100 years. The hospital operates over 30 inpatient, outpatient, primary care and emergency facilities throughout Greater Middlesex County. Every major medical specialty is represented among its medical staff of approximately 300 active physicians. One of its primary care facilities, Cromwell Family Practice, is located at 136 Berlin Road in Cromwell.

The Cromwell Family Practice provides routine preventive care to patients of all ages in addition to offering diagnostic and treatment services for most illnesses and diseases. Two doctors and a physician's assistant provide medical care. Night and weekend calls are shared with physicians from family practice offices in Durham and North Madison. Several office-based surgical procedures can be performed at this facility. All physicians maintain admitting privileges for adult and pediatric patients at Middlesex Hospital.

3.3.7 Human Services

Social Services

The Social Services Department, located in Town Hall, insures that Cromwell residents are able to meet their basic needs of food, shelter and health and also provides supportive services (counseling, information and referral). The department operates a year round food bank and distributes food baskets during the Thanksgiving and Christmas season to assist residents who have limited resources. The department is an intake site for the State Energy program and also manages donations and grant programs that assist residents with rent payments, fuel and utility payments, and medical care. Acting as the local Salvation Army agent, the director of the department provides vouchers for emergency food, clothing, shelter and other basic needs. This department also handles issues regarding the Americans with Disabilities Act (ADA) and Fair Housing Policy. In addition to direct services provided to families, individuals were also assisted through department sponsored cooperative agreements and/or information and referral services on a telephone or walk-in basis.

Youth Services

The Cromwell Youth Services Bureau is housed in the Town Hall building at 41 West Street. The Bureau acts as an agency of prevention, intervention, referral and advocacy for those in need. Services are free and confidential and include among others: a job posting bank (Hire our Youth), attending court hearings and meetings as a family advocate, providing opportunities for community service for school requirement and court restitution, providing short term individual and family counseling, crisis intervention, substance abuse and safety education and camp sponsorships for youngsters. The Bureau also operates programs such as a playgroup for parents and toddlers, a hobby club, small group therapy in schools, Irish step dancing, and therapeutic horse back riding for handicapped individuals. During 2004-05, the Bureau served over 200. The number of individuals served has been increasing.

The program manager identified additional staff and storage space as well as the provision of transportation assistance as future needs.

According to the Center administrator, the Town is growing and so also is the number of seniors. It is anticipated that within the next 10-15 years the Senior Center will need additional space, probably its own building, to appropriately serve its clientele.

Senior Services

The Cromwell Senior Center is also located in Town Hall, at 41 West Street. It is a state accredited “multipurpose senior center” that provides a wide array of programs and activities throughout the year to residents 60 years and older as well as the disabled. The Center has three major service areas: programs, transportation and financial assistance. Among those served at the Senior Center, approximately 50% are program participants (social/recreational, educational, health related), 40% are transportation services (dial-a-ride) users and 10% are helped by the state and federal financial assistance programs. Each month the Center has about 1400-1500 program participants and provides 900-1000 one-way rides through its dial-a-ride service.

According to the Center administrator, the Town is growing and so also is the number of seniors. It is anticipated that within the next 10-15 years the Senior Center will need additional space, probably its own building, to appropriately serve its clientele.

The aging of the population is a national phenomenon. In 2000, persons 65 years and older accounted for 12.4% of the population and by 2030 that figure is expected to increase to 20%. Municipalities need to determine how they will appropriately serve this growing segment of the population.

Religious Organizations

Spiritual guidance and counseling is available from the following churches and religious organizations in the Town of Cromwell:

- Bethany Lutheran Church
- Church of Jesus Christ of Latter Day Saints
- Covenant Congregational Church
- East Coast Conference of Evangelical Covenant Church
- Emmaus Ministries
- First Congregational Church
- Holy Apostles Seminary
- Islamic Council of Middlesex
- River Bend Christian Fellowship
- St John Church-Cromwell

3.3.8 Findings

- Cromwell School District's enrollment figures have consistently increased between 2000 and 2005 and this trend is expected to continue for the 2005-2006 school year
- The construction of a new middle school and proposed improvements to existing structures positions the school district to adequately serve current and future student populations
- Professional staff and students in the Cromwell School District out performed comparison areas in several categories examined by the 2003-2004 Strategic School Profile
- The Cromwell Belden Public Library has a high user rate and the building can accommodate growth
- Recent building improvements have provided the Cromwell Police Department with a facility that is able to meet current and future needs. However, the Department anticipates a need for additional staff, vehicles and equipment over the next 5 years
- The West Street Station has been demolished and the new one is under construction. The 75-person volunteer Fire and EMS staff of the Cromwell Fire Department will be supplemented by 6 career firefighters/EMTs in 2005
- Cromwell residents receive routine preventive care at the Cromwell Family Practice and the closest hospital is located four miles away in Middletown
- Cromwell has three sites listed on the State and National Register of Historic Places

T o w n o f C r o m w e l l

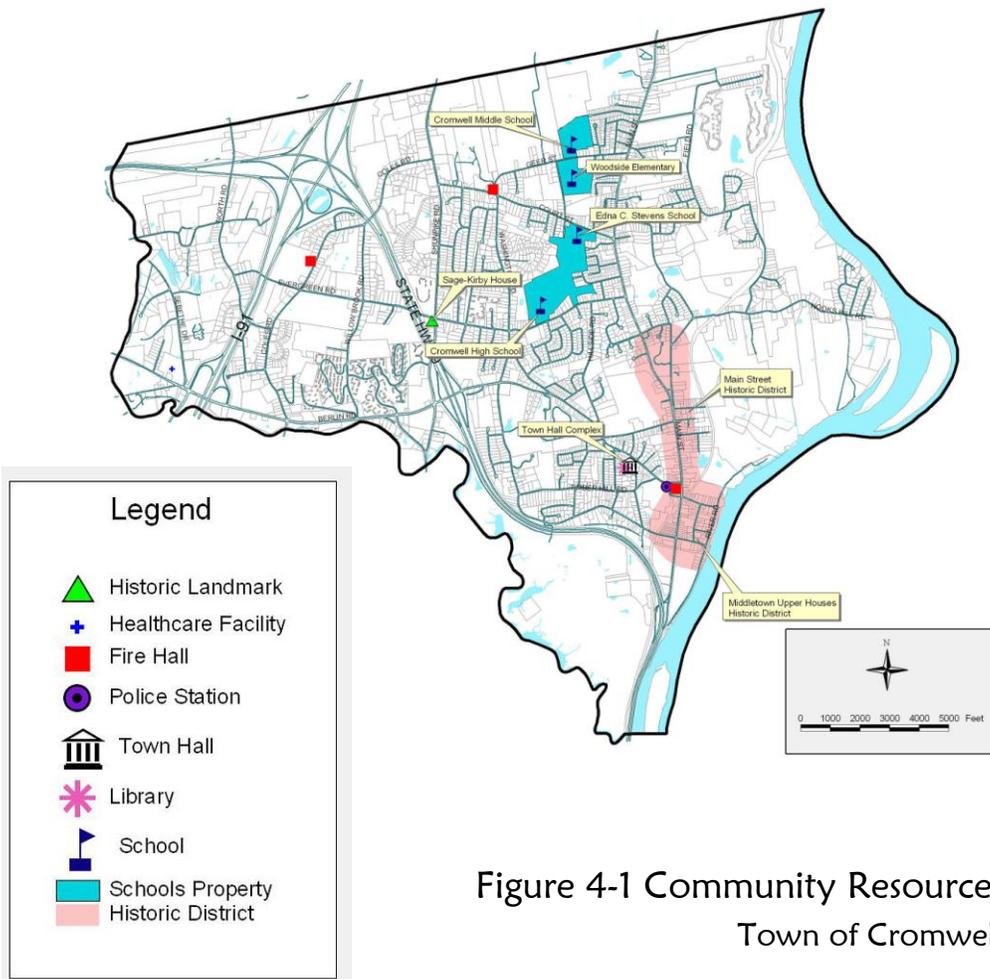
4 Our Place

4.1 Land Use Inventory

This chapter examines the physical characteristics of the land in Cromwell, how the land is currently being used, the environmental qualities and constraints of the land, and the role that agriculture plays in the two communities.

The analysis of existing conditions forms the basis of the future land use plan for the communities. The future land use plan also incorporates the needs and goals expressed by local residents and decision-makers during the planning process. The purpose of the future land use plan is to provide a picture of how the two communities could look over the next 20 years and to guide the preparation of subsequent land use regulations in Cromwell.

Low Density Residential is the most prominent land use in the Town of Cromwell,



4.1.1 Existing Land Use

An inventory of the existing land use patterns by parcel reveals how development has occurred in the Town of Cromwell as well as where future development is likely to occur. The inventory is also helpful in assessing open space and commercial needs. Parcel mapping and preliminary land use information was obtained from the Town of Cromwell. The land uses were then verified by field observation and by consultation with Town officials. Land use classifications were broken into the following categories:

- Agriculture
- Residential – Low Density
- Residential – Medium Density
- Commercial
- Light Industrial
- Community Service
- Public Service
- Parks / Open Space
- Vacant Land

An explanation for each of these land uses will be described in the subsequent sections. The areas of the parcels were calculated by using a geographical information system (GIS) program. The areas of the parcels were then summarized by their land use. The following table presents a summary of land uses by area and percentage of the town. The land use area represents only parcels. Areas occupied by road right-of-ways were not included in this calculation.

Table 4.1-1 Summary of Land Use
Town of Cromwell

Land Use	Acres	Percent
Agriculture	690	10.0%
Residential - Low Density	2,148	31.0%
Residential - Medium Density	285	4.1%
Commercial	367	5.3%
Light Industrial	195	2.8%
Community Service	345	5.0%
Public Service	98	1.4%
Park / Open Space	1,321	19.1%
Vacant Land	1,472	21.3%

Source: Town of Cromwell and peter j. smith & company, inc.

Agriculture

Agriculture land uses are those parcels where open space is used for the growing of agricultural products or raising livestock. Horse farms, orchards, and nurseries are included in this land use category. In the Town of Cromwell, 10.0% of land is devoted to agricultural land uses. Agricultural land uses are primarily located along the northern edge of the Town. There are also some agricultural parcels located south of Nooks Hill Road.

Residential – Low Density

Low-density residential land uses include single-family detached dwellings or two-family houses on a single property. This land use is the most prominent in the Town of Cromwell, accounting for 31.0% of the land area. This land use is concentrated in the central portion of the Town. Some low-density residential neighborhoods and larger single-family parcels are located on the eastern and western sides of the Town.

Residential – Medium Density

Condominiums and Townhouse developments were designated as medium-density residential land uses. Closely grouped dwellings with a common open space characterize these developments. These land uses account for 7.4% of the area of the Town. The largest of these developments is located on Berlin Road, west of State Highway 9. The Tournament Players Club at River Highlands surrounds another significant medium-density residential development. Smaller developments exist on Evergreen Road, Timber Hill Road, and Nooks Hill Road. Large apartment complexes with little common open space and mobile home parks would be designated as a high-density residential land use, although this land use pattern is not present in the Town of Cromwell.

Commercial

Commercial land uses included retail sales and services, auto sales and service, hotels, food, and beverage establishments, financial institutions and offices. Land devoted to these uses account for 5.3% of the Town. Commercial properties are concentrated on the western side of the Town along Berlin Road. Other Commercial areas are found along Main Street and on Shunpike Road, north of Court Street.

Light Industrial

Light industrial land uses included manufacturing and production establishments, warehouses, and construction equipment storage yards. The large greenhouse development on New Lane was classified as a light industrial land use as it is engaged in the large-scale indoor production of a commodity with little open space. Light industrial land uses make up 2.8% of the Town of Cromwell. The green house facility and the Horton Brass Company on Nooks Hill Road occupy most of the light industrial land use area. Other industrial establishments include Carey Manufacturing on Pasco Hill Road, establishments located around Sebethe Drive on the western side of the Town, Commerce Drive and Corporate Row.

Community Service

Community service land uses include schools, churches, cemeteries, government facilities, institutions, and medical facilities. These uses occupy 5.0% of the land in the Town of Cromwell. These land uses are scattered throughout the Town. Aside from the school properties on Geer Street and Court Street, Holy Apostles' College, Pilgrim Manor and the Children's Home make up a significant portion of this area.

Public Service and Utilities

Land used for public utilities and railroad lines were designated as public service uses. These uses account for only 1.4% of the area in the Town of Cromwell. The railroad corridor along the Connecticut River and the Algonquin gas facility Shunpike Road comprise nearly all of this area.

Park / Open Space

Parks and open space areas are land areas dedicated to recreation and environmental preservation. They include both active and passive parks, stormwater retention ponds, and dedicated open spaces within subdivisions. Parks and open space account for 19.1% of the area in the Town of Cromwell. A large portion of this area can be attributed to the Cromwell Meadows Wildlife Management Area located at the confluence of the Connecticut River and Mattabasset River. The River Highlands state park and the Tournament Players Club at River Highlands, both located in the northeast section of the Town, also make up a significant portion of the park and open space land area. Watrous Park and Pierson Park are the only Town owned areas with active recreation. The town also owns several properties on Evergreen Road and along the Connecticut River. These parcels are used for passive recreation or are still undeveloped.

Vacant Land

Vacant land is any land that is currently not being used and is not designated for the purpose of preserving open space. Vacant land has the potential for future development, even if that development requires the mitigation of environmental hazards, such as wetlands. The Town of Cromwell still has 1,472 acres of un-developed vacant land. Much of this land is located on the east side of the Town along the Connecticut River. Development potential is limited in this area because it is subject to flooding. However, there are large areas of vacant land that can still be developed. These areas are located mainly in the north and west side of the Town.

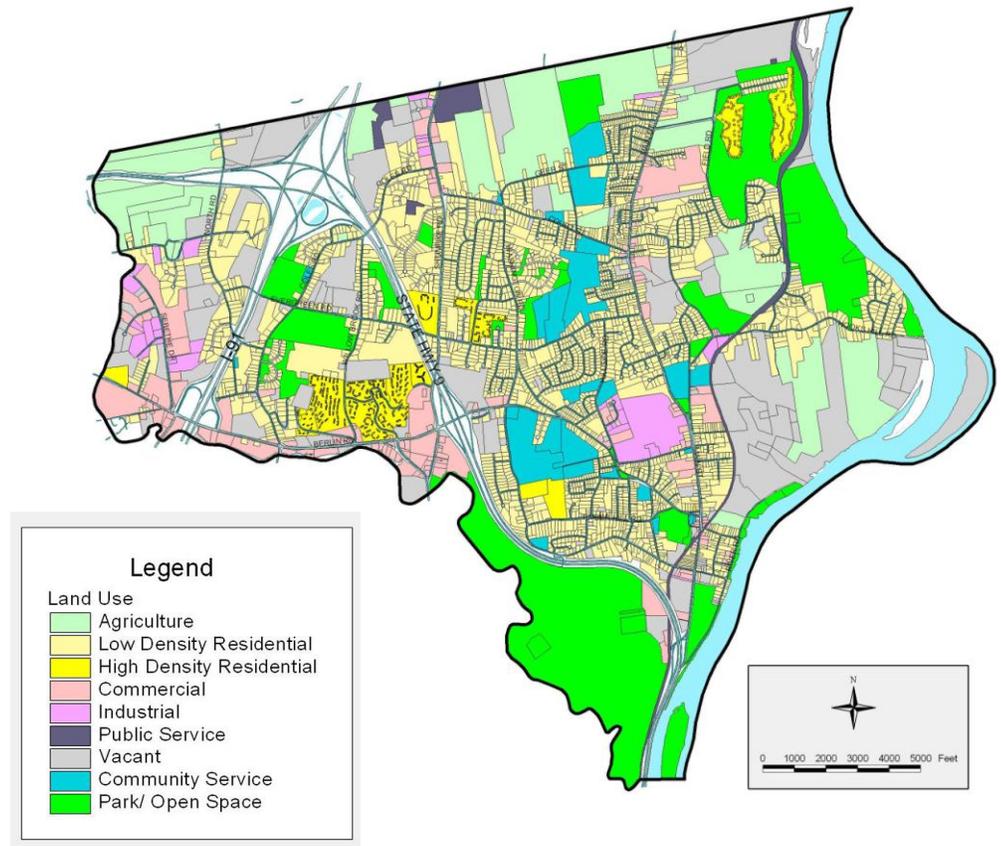


Figure 4-2 Existing Land Use Characteristics
Town of Cromwell

Land Use Regulations

Zoning regulations establishes permitted uses, minimum lot sizes, minimum front, side and rear setbacks for principal and accessory buildings, maximum building heights and maximum building and lot coverage. Zoning regulations can also dictate construction material and architectural design. Zoning regulations are critical tools for controlling the type, density, and appearance of development within a municipality. Zoning regulations for the Town of Cromwell were originally written in 1948. Since then, they have gone through a series of revisions including reorganizations and the addition of entire zoning districts. The latest revision was made in 2005.

Plan of Conservation and Development

Zoning regulations for the Town of Cromwell are “use” based. The regulations list the type of uses allowed in each district and states yard and bulk requirements. Most uses require a Use Permit or a Special Use Permit. The document broadly outlines the type of development within each district, leaving considerable discretion to Planning and Zoning Commission and Zoning Enforcement Officer through the permitting process.

Zoning regulations for the Town of Cromwell establish the following use districts:

- Single Family Residential Districts
 - A-15
 - A-25
 - A-40
- Active Adult Housing District
- Business District
- Downtown Business District
- Planned Office District
- Industrial District
- Industrial Park District
- Institutional Development District
- Planned Residential Districts
- Flood Plain District

The following table summarizes the land area of the different zoning districts, as they currently exist. The zoning regulations provide mechanisms for district changes.

Table 4.1-2 Land Area of Zoning Districts
Town of Cromwell

Zone	Description	Acres	Percent
A-40	Residential District	376	5.1%
A-25	Residential District	2805	37.9%
A-15	Residential District	1043	14.1%
AA	Active Adult Housing District	32	0.4%
B	Business District	387	5.2%
DB	Downtown Business District	48	0.6%
PO	Planned Office District	62	0.8%
I	Industrial District	622	8.4%
IP	Industrial Park District	427	5.8%
ID	Institutional Development District	35	0.5%
PRD	Planned Residential District	248	3.4%
WMXD	Waterfront Mixed Use Development District	29	0.4%
F	Flood Plain District	1282	17.3%

Source: Town of Cromwell and peter j. smith & company, inc.

Residential Districts

The residential districts require no use permit for single-family dwellings and no site plan development review. Other allowed uses are subject to a use permit or special permit depending on the allowed use. The residential districts are divided into three categories (A-15, A-25, and A-40), which differ in their minimum lot size. The location of these districts takes into account the density of existing development, proximity to schools, and the availability of water and sewer lines. The A-15 District occupies 14.1% of the Towns zoned area. The district is located primarily in the Center of the Town between Main Street and Washington Road. The A-25 District occupies the majority of the center of The Town of Cromwell between I-91 and the Connecticut River. This Zone accounts for 38.4% of the Town. The A-40 District only accounts for 5.1% of the land and is located west of I-91. While there is property shown as PRD zone on the current zoning districts map, there is no PRD zone in the language.

Active Adult Housing District

The Active Adult Housing District provides an opportunity for the development of a community that caters to citizens over the age of 55 while maintaining compatibility with the surrounding residential neighborhoods. Creation of this zone requires the developer to go through the zoning change process. Currently, three such districts have been created in the Town of Cromwell.

Business District

The business district places no additional regulations on development within the zone. Most uses do not require Planning and Zoning Commission approval but do require a use permit issued by staff. The largest area zoned as a business district is along Berlin Road. Other smaller commercial districts can be found at the intersections of Main Street and Court Street, Hillside Road and West Street, and the intersection of Shunpike Road and Coles Road. These areas combined account for 5.2% of the zoned area.

Downtown Business District

The Downtown Business District is a small area along South Main Street. The intent of this district is to encourage a high density, pedestrian oriented mix of commercial and residential uses. Because of the historical significance of this area, any development plan must submit an architectural rendering so that it conforms to the character of the district.

Planned Office District

The purpose of the Planned Office District is to provide an opportunity for office complexes in a park-like setting. Currently there is only one Planned office district located on West Street, east of State highway 9.

Industrial District

Like the Business District, the Industrial District places no additional regulation on development other than yard and bulk requirements. All uses allowed in the Industrial district require a Use or Special Use Permit. The zone accounts for 8.4% of the zoned area in the Town of Cromwell. The two largest industrial zoned areas are located on Sebeth Road and Shunpike Road. There are also industrial zone areas in the center of the Town Between Main Street and Hillside Road and also on Nooks Hill Rd,

Industrial Park District

The Industrial Park District allows for the development of a complex of light industrial uses. The district places performance standards, parking requirements, and buffering and landscaping requirements on the district as a whole. Individual uses within the industrial park are still subject to their own use or special use permit. Two large industrial park areas are located in the northeastern portion of the Town. They take up an area of 427 acres or 5.8% of the Town.

Institutional Development District

The purpose of the Institutional Development District is to provide standards for institutional complexes designed to house and care for the elderly. Presently there is only one area zoned as Institutional Development. The area is located off of West Street and occupies 35 acres of land.

Waterfront Mixed Use Development District

The Waterfront Mixed Use District creates an area for mixed residential and commercial uses that take advantage of its location on the Connecticut River. The zone is similar to the Downtown Business District with the provision of more open space for the enjoyment and preservation of the river. The 29-acre zone is located just south of the Downtown District between Main Street and River Road.

Planned Residential Developments

Planned residential developments do not currently appear in the zoning regulation however these districts do appear on the zoning map.

Flood Plain District

The Flood Plain Zoning District encompasses all land east of the Connecticut

River Stream Channel Encroachment Line established by the Connecticut

Department of Environmental Protection in accordance with Sec. 22a-342 of the Connecticut General Statutes, as well as certain other lands in close proximity to the Connecticut River. The district accounts for 17.3 of the zoned area of the Town. The purpose of the Flood Plain District is to allow for some limited development, while reducing the potential for human and economic loss in the event of a flood.

4.1.2 Development Possibilities

The following provides an analysis of how the vacant land in the Town of Cromwell is zoned. Although the zoning districts are subject to change due to the mechanisms for creating new districts laid out in the zoning regulations, this analysis will show what kind of development is likely to occur in the future. The following table shows the area and percentage of vacant land by zoning district.

Table 4.1-3 Zoning Classification of Vacant Land
Town of Cromwell

Zone	Description	Acres	Percentage of Vacant Land	Percentage of All Land
A-15	Residential District	59	4.0%	0.8%
A-25	Residential District	466	31.6%	6.3%
A-40	Residential District	71	4.8%	1.0%
BUS	Business District	67	4.5%	0.9%
DB	Downtown Business District	7	0.4%	0.1%
PO	Planned Office District	56	3.8%	0.8%
IND	Industrial District	180	12.2%	2.4%
IP	Industrial Park District	142	9.6%	1.9%
F	Flood Plain District	422	28.6%	5.7%

Source: Town of Cromwell and peter j. smith & company, inc.

T o w n o f C r o m w e l l

The largest amount of vacant land is zoned as A-25 Residential District. There are 466 acres of vacant land in this zone, which accounts for almost a third of all vacant land in the Town of Cromwell. Another 422 acres of vacant land is in the Flood Plain Zone. There are few development possibilities for this land due to environment constraints and safety hazards. Between the Industrial District and the Industrial Park District there is still 322 acres of land that can be developed for industrial uses. There is also available space for development in the Business District, Planned Office District, and Downtown Business District.

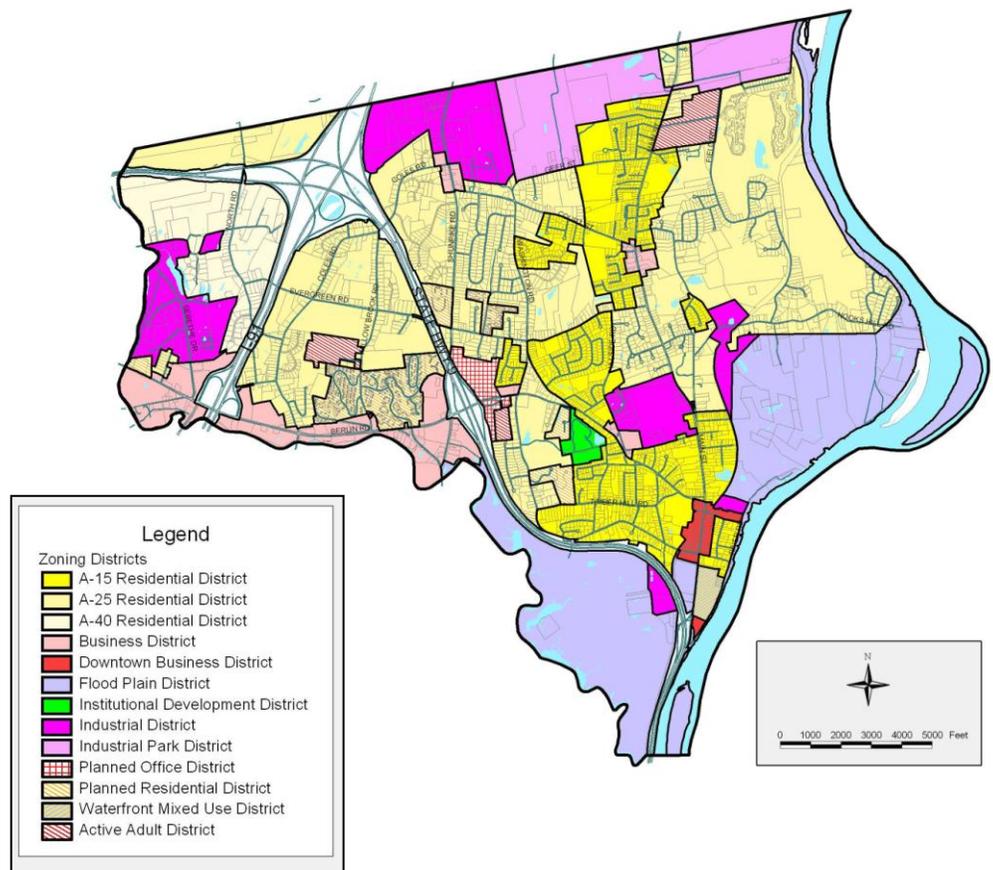


Figure 4-3 Current Zoning
Town of Cromwell

4.2 Recreation Inventory

Safe, attractive and accessible recreation sites can enhance the quality-of-life of residents and visitors to a community as well as increase its desirability as a place to live. Additionally, the presence or absence of open space helps to define the character of a community. To determine the adequacy of Cromwell's parks and recreation system an inventory of existing parks and recreation facilities in the Town was prepared.

4.2.1 Recreation Facilities

The Town of Cromwell has two active recreation parks (Watrous and Pierson Parks) and several passive recreation parks within its boundaries. Several regional parks are also located in surrounding communities within a 15-mile radius of the Town. The following public and private resources are located in or within close proximity of the Town of Cromwell.

Public Facilities

Cromwell Meadows State Wildlife Management Area

The Cromwell Meadows State Wildlife Management Area is a 503-acre state owned facility that consists of primarily marsh and wetlands along the Mattabasset River near the confluence of the Connecticut River. This passive recreation facility offers hunting, fishing and hiking opportunities.

River Highlands State Park

River Highlands State Park is a state owned facility overlooking the Connecticut River that is located off Field Road and provides approximately 171 wooded acres for passive recreation.

Watrous Park

Watrous Park, the largest active recreation facility in Cromwell, is located adjacent to the Cromwell Middle School and is accessed from Geer Street. This 42-acre park offers both active and passive recreational opportunities.

Amenities include: children's tot lot; picnic pavilion; 1 basketball court; 2 softball fields, one of which has lighting; 6 tennis courts, open play area and walking trail. The walking trail through the wooded areas of the park is used for cross-country skiing. A small building on the premises is used for maintenance and recreational activities. Tennis courts are available to the public from March 15 to November 1, and the lights are on at night from April 1 to October 1. Reservations are required for the picnic area, as it is heavily used on weekends from May to October.

Evergreen Hill Park

Evergreen Hill Park consists of 55 acres of land acquired by the Town through the Open Space and Watershed Land Acquisition Grant Program. This facility provides passive recreation opportunities to Town residents with its two small ponds, small stream, forested land and open space.

Pierson Park

Pierson Park is located on West Street adjacent to the downtown area. This 21-acre active recreation facility offers the following amenities: children's tot lot, 2 softball fields, 1 basketball court, 1 partially lit field that is use for football, an open play area and picnic pavilion. Reservations are required for picnic areas. There is also a concession building with restrooms and a rose garden that is maintained by the A. N. Pierson family.

Town Greens

The Town Greens are five small landscaped areas that are maintained by the Town: Valor on Prospect Hill Road, 3 acres; Memorial on Thomas Fritch Road and Main Street, 0.4 acres; West Street at Hillside Road, 0.7 acres; West Street at John's Street, 1.4 acres and Patriot's Green at Main and Wall Streets, 0.06 acres. These areas provide visual enhancement to the environment and passive recreation opportunities.

Connecticut River Wildlife Area

The Connecticut River Wildlife Area is a 4-acre area on River Road that is bordered by the Connecticut River.

River Road Boat Launch

River Road Boat Launch is a 3-acre Town park that is located between River Road and the Connecticut River. This facility is leased by the Cromwell Outboard Association and provides beach access to boaters that belong to the association.

Cromwell Landings Park

Cromwell Landing Park is situated on River Road north of Wall Street. It consists of approximately 1.3 acres of treed land with benches that is used for passive recreation.

Regional Resources

The following facilities are located in surrounding communities with 15 miles of Cromwell:

Hartford County

Dinosaur State Park, Rocky Hill

Salmon River State Forest, Colchester

Talcott Mountain State Park, Bloomfield

Middlesex County

Cockaponset State Forest, Haddam

Haddam Meadows State Park, Haddam

Hurd State Park, East Hampton

Millers Pond State Park Reserve, Durham

Wadsworth Falls State Park, Middlefield

New Haven County

Sleeping Giant State Park, Hamden

Wharton Brook State Park, Wallingford

New London County

Day Pond State Park, Colchester

Tolland County

Gay City State Park, Hebron

Private Facilities

Champions Skating Center

Champions Skating Center is located at 6 Progress Drive and offers two Olympic size indoor skating rinks.

Cromwell Fish and Game Club

The Cromwell Fish and Game Club owns three parcels of land that is used by its members for recreational activities such as hiking, fishing and hunting.

Holy Apostles College and Seminary

Holy Apostles College and Seminary is located on Prospect Hill Road and has an open meadow that is bordered by woodlands. The campus is open to the public and provides attractive vistas and diverse wildlife habitats.

Land along the Mattabasset River

The land area consists of approximately 2.7 miles of riparian zone that parallels Berlin Road (Route 372) between the Berlin town line and Route 9. There's a Conservation Area and stone path at the western end that is owned by Wal-Mart and a boat launch at the eastern end behind the Dunkin Donuts on Shunpike Road.

The New England Athletic Club

The New England Athletic Club is a fitness club located at 6 Progress Drive. The club has a swimming pool that is available to residents.

Torza's Professional Golf & Amusement Center

Torza's Professional Golf and Amusement Center is located at 98 Sebeth Drive. The center offers a driving range, batting cages and miniature golf.

Tournament Players Club at River Highlands

The Tournament Players Club at River Highlands is a 150-acre private golf club with an 18-hole golf course.

Regional Resources

The following public and private golf facilities are located in surrounding communities within 10 miles of Cromwell:

Glastonbury Hills Country Club, Glastonbury – Private

Goodwin Golf Course, Hartford

Hunter Memorial Golf Course, Meriden

Indian Springs Golf Club, Middlefield

Lyman Orchards Golf Club, Middlefield

Miner Hills Golf Course & Driving Range, Middletown

Pistol Creek Golf Club, Berlin

Portland Golf Course, Portland

Quarry Ridge Golf Course, Portland

Rolling Green Golf Club, Rocky Hill

Public Owned Undeveloped Open Spaces

- Fire District property – 33 acres behind the fire station on Coles Road
- Former Mazzotta property – 24 acres between lower Main Street and River Road
- “Snow Park” – 9.3 acres on Coles Road north of Route 9
- Former Fire District property – 28 acres on west side of Shadow Lane
- “River Highlands” State Park – 171 acres on west side of Field Road

Recreation Programs

The Cromwell Recreation Department, which is housed in the Town Hall building at 41 West Street, sponsors a variety of activities for the residents of town throughout the year. Programs are provided for residents 2 years old to adults and are either free or modestly priced. Recreational programs for seniors are provided by the Cromwell Senior Center, which is also located in Town Hall.

The Recreation Department uses the gym/community room (70’x30’) and four meeting rooms, which are shared with the Senior Center and other organizations, for recreational programs. School facilities are also used for Town sponsored recreational programs as illustrated in the table that follows.

According to the Recreation Department, even with the additional resources that will be available at Woodside Intermediate School, the Department anticipates a need for additional fields and an indoor basketball court to appropriately accommodate demand for soccer, baseball, softball, football, and basketball facilities. Tennis facilities are felt to be sufficient to meet current and future needs.

Table 4.2-1 School Owned Facilities Used for Town Programs – 2005

Town of Cromwell

Facility	Area Used
Edna C. Stevens Elementary School (ECS)	Gym
	2 Classrooms
	Multi-purpose Room
	Basketball Court
	Playground
Cromwell Middle School (CMS)	Cafeteria
	Gym
	Classrooms
	Softball Field
	Soccer Field
	1 Official Size Baseball Field
	2 Little League Baseball Fields
Cromwell High School (CHS)	Gym
	Cafeteria
	2 Classrooms
	Basketball Court
	Baseball Field
	2 Softball Fields
	3 Official Size Soccer Fields
	4 Tennis Courts
Woodside Intermediate School (WIS)	Gym
	1 Official Size Soccer field
	2 Softball Fields

Source: Cromwell Recreation Department

The table that follows summarizes the programs offered by the Recreation Department.

Plan of Conservation and Development

Table 4.2-2 Recreational Programs
 Activities Sponsored by Town of Cromwell

Activity	Age /Grades	Months	Facilities Used	Average Number of Participants	Fees
Outdoor					
Baseball					
Beginner	Age 5	May - Jun	Pierson Park	20/yr	NC
Camp	Ages 5-14	July	CMS Lions or CHS softball	20/yr	\$90
Playgrounds	Ages 5 to entering Grade 8	Jul – Aug	ECS, CHS, Watrous and Pierson Parks	250/day	\$50/wk
Soccer					
League	Grades 1-8	Aug – Nov	mini fields at Watrous Park (3) ¾ fields at ECS (2) full fields at CMS (2)	270/yr	\$20
Beginner	Age 5 and Grade K	Sep – Oct	¾ fields at ECS (2)	65/yr	NC
Summer	Grades 9-12	Jun – Aug	Varsity field at CHS	50/yr	\$10
Camps	Ages 5-12	Jul – Aug	¾ fields at ECS (2)	70/yr	\$91
Summer Specialty Camps (multiple sports)	Ages 4-14	Jul – Aug	Watrous and Pierson Parks	100/yr	\$80-\$122
Tennis					
Adult Lessons	Ages 18 and up	Jun or Jul	Watrous Park	10/yr	\$10
Children Lessons	Ages 7-14	Jul – Aug	Watrous Park	150/yr	\$10/session
Tournament	Ages 7-12	Aug	Watrous Park	5-10/event	NC
Indoor					
Basketball					
League	Grades 3-6	Dec - Mar	Town Hall, CMS	220/yr	\$20
2 nd Grade Program	Grade 2	Jan – Feb	CMS	70/yr	NC
7-8 th Grade Program	Grades 7-8	Jan – Mar	CMS	20/yr	NC
High School Drop-In	Grades 9-12	Dec – Apr	Town Hall	20-40/wk	NC
Monday Night Family	All ages	Sep – Apr	CMS	Full gym	NC
Men's Basketball	Ages 18 and up	Sep – Apr	CMS	10-30	NC
Summer Instructional	Entering 3 grade to entering 8th grade	Jul	Town Hall	15/night	NC
Pre-School Program	Ages 3-6	Sep-Jun	Town Hall	60-70/yr	\$5
Self Defense	Ages 5-12	Oct-Nov	ECS	40/class	\$5
Swim Lessons	Ages 4-12	Jun – Aug	Middlesex YMCA (Transportation provided)		\$72-82/session
Tumbling	Ages 3-10	Sep – Apr	Town Hall	10/class	NC

Source: Cromwell Recreation Department

The following recreational sports programs are provided by private or nonprofit organizations:

- American Legion Baseball Program – May to August, 41 players, ages 13-18
- Rebels Basketball Program – October to March, 82 players, grades 3-8
- Catholic Youth Organization (CYO) Basketball – November to March, 120 players, grades 4-12
- Little League (Baseball/Softball) – April to June, 600 players, ages 5-18
- Midget Football Program – Season: August to October, 110 players, ages 7-14
- Travel Soccer – August to November and April to Jun, 180 players, grades 3-8

The Recreation Department would like to see the following facility or program improvements in the future:

- Baseball – Add a 3 week Start Smart program for 4 year olds; improved maintenance of existing fields; 1 additional official size field
- Basketball – Add the 7th and 8th grades to league format; add a kindergarten and 1st grade instructional program, move High School Drop-In to Woodside Intermediate School for additional gym space; provide Family Night at Cromwell Middle School and Woodside Intermediate to accommodate large demand; 1 additional indoor court (Town facility available for daytime use)
- Playground – Provide a ½ day program for 4 year olds
- Soccer – Additional fields (1 official size and 2-3 junior size) to accommodate increasing participants and enable rotational field use to allow grass to grow; field improvements at ECS and CMS; add program for 18-25 year olds
- Football – Field for practices
- Summer Specialty Camps – Increased variety of activities (track, flag football); field improvements

National Standards

Professional and trade associations have developed a variety of park and open space standards that are used throughout the country. One standard derived from early studies of park acreages located within metropolitan areas was the expression of acres of parkland per unit of population. Over time, the figure of 10 acres per 1,000-person population came to be the commonly accepted standard used by a majority of communities. Other standards that have been used include the "percent of area" approach, needs determined by user characteristics and participation projections, and area use based on the carrying capacity of the land.

The National Recreation and Parks Association (NRPA) provided rough recommendations of adequate open space. As they are a national recommendation these standards were very general. The NRPA encourages individual jurisdictions to develop their own standard of recreational open space based on what they believe to be both feasible and desirable for their communities. While the NRPA no longer promotes these standards for Park and Open Space, communities still use them as a general guideline.

The table below shows the past NRPA recommended number of facilities for every 1,000 residents as included in the 1990 printing of Recreation, Park and Open Space and the surplus/deficit this represents for the Town if the higher range were applied.

Table 4.2-3 Park Standards
Community Standards

	Description	Acres per 1000 Population	Existing Acres	Surplus/Deficit per 2003 Population
Playlots (Mini-Parks)	Small areas intended primarily for the use of children up to early elementary grades. Most suited for apartments, townhouse, and trailer parks. Generally contains Play equipment, swings, slides, sandboxes, benches.	0.25 – 0.5	10	3.5
Neighborhood Park	Landscaped natural park of limited size primarily for passive recreational needs of all ages but with designated active areas. Provides some scenic and aesthetic value. Should be located in the center of a multiple-family dwelling neighborhood or nearby site. Generally contains: open lawn space, shrubbery, small picnic areas, drinking fountain, miniature scenic paths or nature walks, area for court games if not provided at a nearby recreation facility, off-street parking, lighting.	1.0 – 2.0	0	26
Community Park	A large natural area and/or landscaped area to provide urban dwellers escape for city congestion without traveling a large distance. Designed to accommodate a large number of people and a wide variety of activities. Provides for both intensive use and passive use. Generally contains: swimming facilities, picnic tables, paths, game courts, gardens, and natural areas, pavilion, ample parking, sanitary facilities. May include multipurpose trails internally or as part of a system.	5.0 – 8.0	53	51
Urban Greenspace or Open Space	Passive areas in landscaped or natural state in or near urban areas. May be planned for conversion to more intensive recreational use when needed. May provide recreational use when needed. May provide recreational experiences, provide environmental quality, or act as buffers. Main recreational purpose is to act as buffer from congestion and provide aesthetic experience. May also act as a land bank. May provide bicycle, hiking, and nature trails as a feature or as part of a larger system.	.75 to 1.0	740	727

Source: NRPA Park Standards

In addition to the park standards, there are also standards that guide the general delivery of recreation facilities that a community should offer. It is also recommended that these standards be tailored to the specific needs and trends within a community. The following outlines the general recreation standards for a variety of uses and compares that standard to existing municipal and school facilities.

Table 4.2-4 Recreation Standards
Community Standards

	Recommended Standard	Existing Municipal Facilities	Existing School Facilities	Excess/Deficit per 2003 Population
Baseball	1 per 5000	0	4	2
	Lighted 1 per 30,000	0	0	0
Basketball	1 per 5000	2	2	2
Football	1 per 20,000	1	0	1
Golf	9 Holes – 1/25,000	0	0	0
	18 Holes – 1/50,000	0	0	0
Handball (3-4 wall)	1 per 20,000	0	0	0
Ice Rink	Indoor – 1/100,000	0	0	0
	Outdoor – Depends on climate	0	0	0
Soccer	1 per 10,000	0	4	3
Softball	1 per 5,000	4	3	5
Swimming Pools	Indoor - 1 /20,000	0	0	0
	Outdoor – 1/40,000	0	0	0
Tennis	1 /2,000	6	4	4
Trails	1 system per region	1 trail	0	1
Volleyball	1 per 5,000	0	0	2

Source: NRPA Park Standards

4.2.2 Findings

- Cromwell has 66 acres of active and 740 acres of passive recreational facilities
- Space for recreational programming is limited at Town Hall and many Town sponsored programs use school resources
- There are several undeveloped parcels that are publicly owned that could be used to provide additional active park facilities
- Several private/nonprofit organizations also sponsor recreational programs for youths in Cromwell

T o w n o f C r o m w e l l

Cromwell has less neighborhood and community parks acreage than the NRPA guidelines.

- Soccer and football programs have had the largest increases in participants in the last 3-5 years. The participation rate for basketball is also growing but at a slower rate. The number of youngsters participating in baseball has leveled off
- Cromwell residents currently have access to 10 tennis courts, 7 softball fields, 4 baseball fields (2 official size and 2 little league size), 4 basketball courts, 4 soccer fields and 1 football field within the Town
- Cromwell has less neighborhood and community parks acreage than the NRPA guidelines

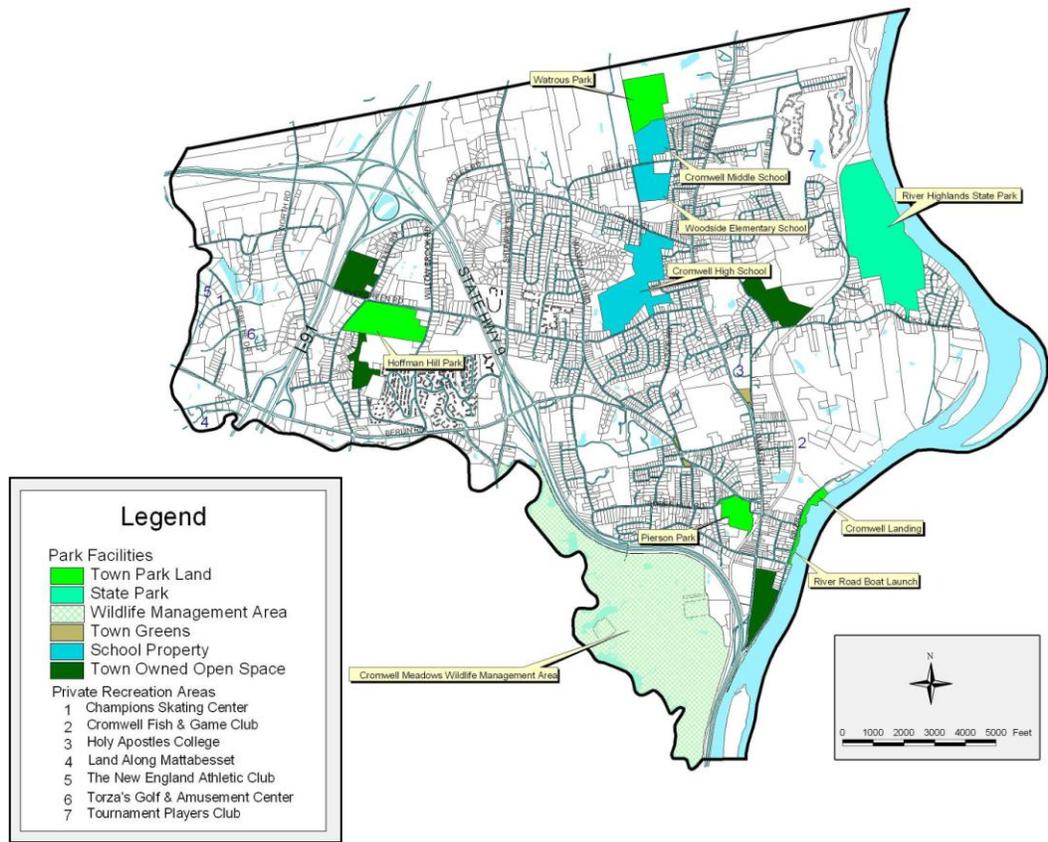


Figure 4-4 Parks and Recreation
Town of Cromwell

4.3 Nature Inventory

The natural resources located within a community can affect land uses, development and the overall quality of life of residents. These resources can be land based (soils, wetlands) as well as water related (aquifers and watersheds). The careful documentation and consideration of these important features will assist in determining the most appropriate type, scale and location of development that should occur in Cromwell.

4.3.1 Geology and Topography

Geology

The Town of Cromwell is located in the central lowlands of Connecticut, a twenty-mile wide low-lying zone that bisects the State. To the east of the central lowlands are highlands that begin in Portland near Strickland Hill and to the west are highlands that begin in the Mount Southington area. The bedrock geology of Cromwell was formed over 200 million years ago, during the Mesozoic Era. As the continents separated, a rift formed a long, narrow, deep valley through the area that is now the State of Connecticut. This depression filled with sediment and lava and over time the sediment compacted into red and brown sandstones while the lava solidified into very hard traprock. These deposits were tipped to the east and later faulted and eroded to create the traprock ridge (the Metacomet) of the Central Lowlands, part of which forms the drainage divide of the Mattabasset watershed of which Cromwell is a part.¹ The ridges of traprock extend into the western portion of Cromwell near Interstate 91. Other portions of Cromwell consist of sedimentary rock formations, primarily sandstone and shale.

Above the bedrock lie extensive glacial deposits of silt, sand and gravel. Much of east and east central Cromwell consists of broad outwash terrace of clay covered by a layer of sand and gravel. In this area, glacial deposits of silt, sand and gravel range from several inches to over 250 feet above bedrock. The west and west central portions of the Town are characterized by a reddish brown glacial till that varies in form from a crudely sorted, non-compact mixture of sand, silt, pebbles and cobbles with a small amount of clay to a non-sorted, compact mixture of silt and clay with some pebbles and cobbles (hard pan). Fine-grained glacial deposits can be found in narrow bands along the Connecticut

¹ Bell, M., 1985. The Face of Connecticut, Connecticut Geological and Natural History Survey of Connecticut, Bulletin 110

and Mattabasset River Valleys while swamp deposits are located in the Cromwell Meadows and Dead Mans Swamp.

Topography

The topography of Cromwell ranges from low swampy areas along the Connecticut and Mattabasset Rivers to steep hills in western portion of the Town. The lowest elevation in the Town is 8 feet above mean sea level in Cromwell Meadows near the intersection of the Mattabasset and Connecticut Rivers. The highest elevation is 288 feet, on a hill west of Shunpike Road and south east of Coles Road. Steep slopes exist near the wetlands along the Mattabasset and Connecticut Rivers and the area west of Shunpike Road and north of Route 372. However, the majority of the Town is generally flat.

Soils

There are three major soil complexes within the Town of Cromwell according to the Connecticut Department of Environmental Protection and the US Department of Agriculture Natural Resources Conservation Service (NRCS): Manchester-Penwood-Hartford, Cheshire-Yalesville-Wethersfield and Wethersfield-Ludlow-Wilbraham.

The Manchester-Penwood-Hartford complex covers most of the eastern and north-central sections of the Town. This soil complex covers the largest area in the Town. The Manchester and Hartford types have a sandy and gravelly texture while Penwood has a sandy texture. Both Manchester and Penwood soils have excessive drainage while Hartford has somewhat excessive drainage.

The Cheshire-Yalesville-Wethersfield complex accounts for the smallest land area and can be found in the northwestern portion of Town; south of Route 9 and west of the I-91. These three soils are all loamy soils that are well drained. The Wethersfield-Ludlow-Wilbraham complex covers most of southern portion of Town and is primarily found in the area bounded by the I-91, the Mattabasset River, Evergreen Road and Main Street. This complex is also made up of all loamy soils and contains Wethersfield soil type as in the previous soil complex as well as Ludlow that is moderately well drained and Wilbraham that poorly drained.

According to the NRCS's Detailed Soil Survey, 38% of the soils in Cromwell are classified as prime farmland soil and another 20% are classified as additional statewide important farmland soils. Both of these soil types are located throughout the Town.

Climate

Middlesex County, Connecticut generally has a mild climate when compared to the climate of the New England Region as a whole. The National Climate Data Center of the National Oceanic and Atmospheric Administration provides climate data for the State of Connecticut. The Center divides the State into three regions (northwest, central and coastal) based on similarity in climate conditions. Cromwell is located in the central region. Between 1971 and 2000, the average annual temperature for the central region was 51 degrees Fahrenheit. The lowest monthly temperature was in January at 26 degrees Fahrenheit, and the highest was in July at 72 degrees Fahrenheit. Annual precipitation in the region was 51 inches and it ranged from a low of 3.3 inches in February to a high of 4.5 inches in November.

Hydrology

Streams and Watershed

The Town of Cromwell is located within two major watersheds, the Connecticut River Watershed and the Mattabasset River Watershed. The Connecticut River Watershed runs along the eastern side of the Town and the Mattabasset River Watershed runs along the western side of the Town. Major streams in the Town of Cromwell include Pasco Brook, North Brook, Ledge Brook, Willow Brook, Summer Brook, Cromwell Creek, Sage Brook, Chestnut Brook, Coles Brook, Shadow Brook and Dividend Brook. These brooks drain into the two watersheds in Cromwell. Eventually the surface waters all drain into the Connecticut River Watershed as the Mattabasset River flows into the Connecticut River in the southeastern border of the Town.

According to the Connecticut River Council, the Connecticut River is the largest river ecosystem in New England traveling across New Hampshire, Vermont, Massachusetts and Connecticut. The daily average flow of the Connecticut River is 16,000 cubic feet per second and represents 70% of the freshwater inflow to the Long Island Sound.

The Connecticut Department of Environmental Protection has rated the water quality of the Connecticut River (a Coastal and Marine Surface Water) in Cromwell as Class SC/SB. This means that the water is suitable for certain aquaculture operations, a fish, shellfish and wildlife habitat, recreational use, industrial use and other legitimate uses including navigation.

There is an effort underway to restore the once common Atlantic salmon population that was depleted mainly due to damming of the river. The Connecticut River includes Wetlands of International Importance and three sites are located in Cromwell: Cromwell Meadows, Dead Mans Swamp and Gildersleeve Island. It has also been designated as an American Heritage River making it eligible for funding.

On the western side of Cromwell the Mattabasset River Watershed accounts for 65% of the Town's total area. Between 1961 and 1997, the Mattabasset River, also know as the Sebeth River, had an average discharge of 75 cubic feet per second.^{2 3} The Connecticut Department of Environmental Protection has rated the water quality of the Mattabasset River in Cromwell as Class C/B. This means that the water is suitable for certain fish and wildlife habitat, certain recreational uses, industrial use and other legitimate uses including navigation.

In 2000, the Connecticut River Watch Program published "A Study of Water Quality and Stream Health" that documented conditions in the Mattabasset River Watershed. The study determined that the Watershed had no problems with water temperature, pH levels and alkalinity, dissolved oxygen and turbidity. However, they did find high levels of bacterial and nutrient phosphorus, as well as a lack of diversity and bottom dwelling organisms that are sensitive to pollution (aquatic insects, mollusks etc.).

² Connecticut River Watch Program, The Mattabasset River – A study of Water Quality and Stream Health, Connecticut River, March 2000.

³ Mattabasset River Stakeholder Group, A Management Plan for the Mattabasset River Watershed, September 2000.

The Connecticut River Watch Program, 2003 Septic Survey Final Report consisted of water quality surveys of Mattabasset River tributaries including tributaries located in Cromwell. The surveys were done to identify problems with septic systems and other sources of bacterial contamination. While the study could not confirm septic system problems, it did recommend further testing because bacterial levels were above Connecticut's Water Quality Standards, especially in Coles Brook.

The September 2000, Mattabasset River Watershed Management Plan details current and historic conditions of the watershed. The Management Plan includes nine goals:

- Create awareness among watershed residents of the network of rivers and streams that comprise the Mattabasset River Watershed
- Educate the community about the link between land use and water quality
- Promote sustainable land use practices in the Mattabasset River Watershed
- Restore and maintain wildlife habitat in the Mattabasset River Watershed
- Protect wetland and watercourse areas from development and other disturbances
- Identify, investigate, correct and prevent pollution problems
- Restore and maintain in-stream riparian habitat to support healthy fish populations and other aquatic life
- Evaluate and balance in-stream flow needs, including flow volumes necessary for aquatic life habitat, drinking water supply and other consumptive water uses
- Obtain a consistent and stable funding stream to accomplish the plan's objective

Wetlands

Wetlands play an important part in the maintenance of water quality. The recognition of wetland importance is illustrated in the Inland Wetlands and Watercourses Regulations of the Town of Cromwell, Connecticut. The regulations detail permitted uses and procedures for properties in designated wetlands. According to the Town of Cromwell mapping database, wetlands make up 24.3% of the total area of the Town. The largest wetlands are located in the southern and eastern-most parts of the Town. In the southern-most part of the Town is a wetland along the Mattabasset River where the River flows into the Connecticut River called Cromwell Meadows. Cromwell Meadows is a freshwater tidal and alluvial marsh. The wetland in the eastern-most part of the Town is located along the Connecticut River and is called Dead Mans Swamp. Dead Mans Swamp is an alluvial floodplain, swamp and marsh system. There are also wetlands corresponding with the many brooks within the Town.

Groundwater

Cromwell obtains its water from the Gardner Wellfield which is located in an aquifer that is comprised largely of water-bearing sand and gravel deposits. The source water area for this aquifer encompasses approximately 803 acres of land in Cromwell, Glastonbury, Portland and Rocky Hill. In 2003, the land coverage in the source water area consisted of vacant land and residential property (42%), commercial development (2%) and agricultural land (55%).

The Gardner Wellfield is an Aquifer Protection Area that is located in the northeast portion of the Town of Cromwell. Aquifer Protection Areas (sometimes referred to as “wellhead protection areas”) have been designated around Connecticut’s 122 active well fields in sand and gravel aquifers that serve more than 1000 people and State land use controls have been developed to minimize the potential for contamination of these well fields and municipalities are encouraged to adopt local similar land use regulations.

According to the Source Water Assessment Report for the Cromwell Fire District Water Department Gardner Wellfield, prepared in 2003, the wellfield had an overall moderate risk of contamination from identified potential sources of contamination. Contamination sources included underground fuel storage tanks, improper waste disposal, or commercial/industrial sites that store or use chemicals or generate hazardous wastes. At that time local aquifer protection regulations existed for 88% of the source water area and it was recommended that protection regulations be expanded to the entire source water area.

Flooding and Erosion

The major flood plains in the Town are located around the Mattabasset and Connecticut River especially in the southeast corner of the Town. There are smaller flood plain areas scattered around the Town corresponding with major brooks. The Town Zoning designates a flood plain district. The Flood Plain District includes the two major flood plains in the southeast corner of the Town. Within these two areas, the uses are restricted to farming, recreation, public utility wire and pipe lines, storage of materials and equipment, flood protective uses and recreational or cultural events of a limited duration.

Plants and Wildlife

The Natural Diversity Data Base (NDDB) is part of the Environmental and Geographic Information Center, Connecticut Department of Environmental Protection. Information from biologic inventories of the state's species and habitats, conducted over the past 100 years by the Connecticut Geological and Natural History Survey, has been incorporated into the NDDB. Information on rare plant and animal species and significant natural communities is compiled, stored and made available through the Data Base. This database is continually updated with information derived from ongoing field research, universities, biologists, naturalists and conservation groups.

Annually, updated maps are sent to the offices of Town Planners and Conservation and Inland Wetlands Commissions and are used for preliminary endangered species reviews of proposed projects and activities. The maps are not intended to identify areas where development is prohibited or should be prohibited, rather to identify areas where potential conflict may occur. The presence of a listed species or significant natural community at a location does not exclude that area from all land uses. The municipality is able to request more detailed reviews from NDDB when a project's zone of impact overlaps an area identified on the map.

NDDB maps depict the general locations of species and communities as gray-shaded areas. These shaded areas represent a buffered zone around the known species or community location. Withholding exact locations provides protection from collection and disturbance for sensitive species and protects landowners' rights wherever species occur on private property. Within the Town of Cromwell the following were identified as areas of concern: the entire length of the Connecticut River boundary that was generally east of the railroad lines; the marsh in the southeastern portion of Town generally bounded by the Mattabasset River and South Street; the general area bounded by Evergreen Road, Route 9 and Berlin Road and the Cromwell-Rocky Hill town line area between Routes 3 and 99.

Woodland areas are an important community resource because they store water, generate oxygen, provide wildlife habitat, create recreational opportunities, buffer adjoining uses and provide scenic views. Wooded areas cover about 38% of the Town.

Hazardous Materials

The Connecticut Department of Environmental Protection generates a list of contaminated or potentially contaminated sites within the State. This list represents the “Hazardous Waste Facilities” as defined in Section 22a-134f of the Connecticut General Statutes. The list reflects the following seven types of sites:

- Sites listed on the Inventory of Hazardous Waste Disposal Sites. These are sites identified by DEP that currently pose or have posed a threat to the environment or public health
- Sites subject to the Property Transfer Act, which have a transfer of ownership, and at which hazardous waste or hazardous substances have or may have been released to the environment
- Sites at which underground storage tanks are known to have leaked
- Sites at which hazardous waste subject to the federal Resource Conservation and Recovery Act (RCRA) were disposed on the land ("RCRA land disposal facilities")
- Sites that are included in the EPA's Comprehensive Environmental Response Compensation and Liability Information System database (CERCLIS) "Superfund". Sites in CERCLIS are sites at which hazardous waste may have been released to the environment
- Sites that are the subject of an order issued by the Commissioner of DEP that requires investigation and remediation of a potential or known source of pollution
- Sites that have entered into one of the Department's Voluntary Remediation Programs

The list includes sites that have been investigated and fully remediated as well as sites that are still in need of remediation. There were 44 sites on the list for the Town of Cromwell. Bonded Technology on Alcap Ridge Road and A. N. Pierson on Main Street were each had four site type listings. Twenty-five sites were associated with Leaking Underground Storage Tanks, six were associated with Property Transfer, five with Pollution Abatement Orders, four with Inventory of Hazardous Waste Disposal, two were CERCLIS sites and two were Voluntary Remediation sites.

Air Quality

Air quality conditions are measured according to National Ambient Air Quality Standards (NAAQS) established by the US Environmental Protection Agency (EPA). The NAAQS monitors six major pollutants: ozone, sulfur dioxide, particulate matter, nitrogen dioxide, carbon monoxide and lead.

According to the Connecticut Department of Environmental Protection and the US Environmental Protection Agency, the State of Connecticut is at or below NAAQS levels for four of six pollutants: sulfur dioxide, nitrogen dioxide, carbon monoxide and lead. The State exceeds NAAQS pollutant levels for ozone and particulate matter.

The ozone levels in the State ranged from severe non-attainment to serious non-attainment for the 1-hour period; Cromwell is in a serious non-attainment area. The monitoring station for ozone closest to Cromwell is in Middletown. In 2003, the Middletown monitoring station recorded having one daily maximum greater than the NAAQS 0.12 ppm 1-hour standard and 7 daily maximums greater than the NAAQS 0.08 8-hour standard.

The high ozone levels are a major environmental issue as they can cause respiratory problems and harm vegetation. Ozone is created by the chemical reaction between oxygen and nitrogen oxides or hydrocarbons in the presence of heat, sunlight and stagnant air. The state has regulations in place to deal with the air pollutant issues. A program that is also in place is Ozone Action Days, days on which the ozone is forecasted to exceed the 8-hour standard, when people are advised to comply with actions that reduce ground-ozone levels.

4.3.2 Findings

- Most of the soil types in Cromwell have good drainage
- According to the US Department of Agriculture Natural Resources Conservation Service (NRCS), 38% of the soils in Cromwell are classified as prime farmland soil
- Cromwell has fairly cold winters, moderately warm summers and consistent precipitation levels
- Both rivers/watersheds in the Town have water quality issues; neither river is safe for drinking water
- The Town has two major wetland areas as well as several smaller wetlands

Plan of Conservation and Development

- There is an Aquifer Protection Area in the northeast portion of the Town
- Situated between two rivers, the Town has two major flood plain areas
- The Natural Diversity Data Base has identified several areas of concern in Cromwell. These areas indicate the presence of rare plant and animal species and significant natural communities
- Forty-four sites in Cromwell were included on the Connecticut Department of Environmental Protection's List of Contaminated or Potentially Contaminated Sites. The majority of these sites were associated with Leaking Underground Storage Tanks
- The Town and region does not meet the air quality standards for ozone levels

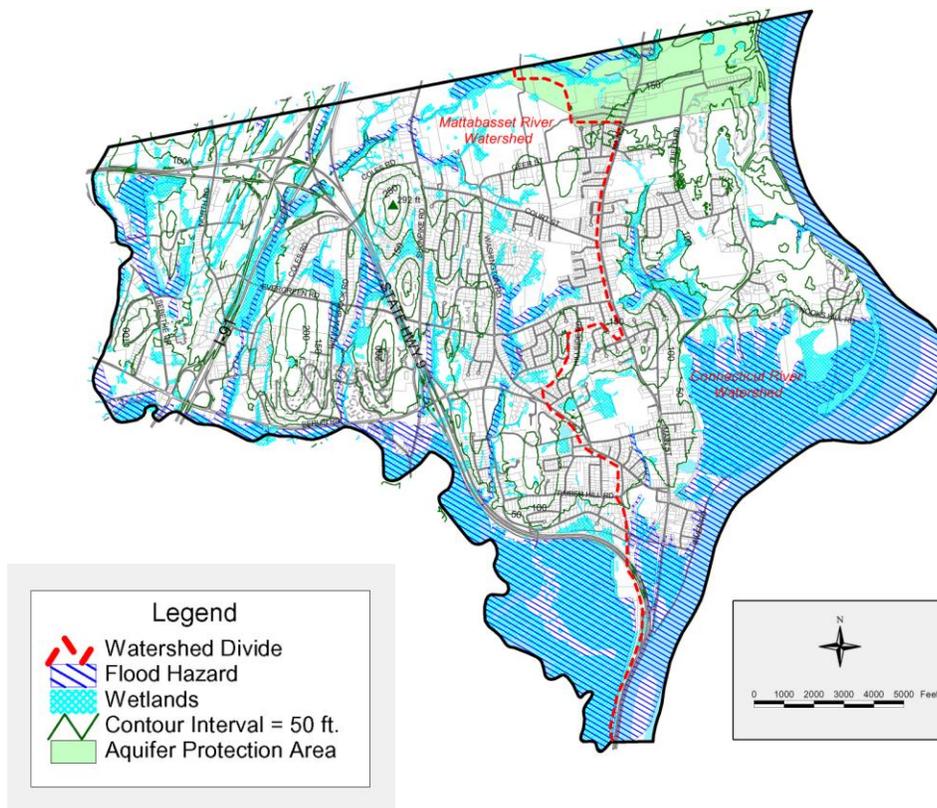


Figure 4-5 Environmental Considerations
Town of Cromwell

4.4 Circulation Inventory

4.4.1 Roads and Traffic

The transportation network determines how easily people and goods are moved into, out of and within a community. To assess the existing transportation network in the Town of Cromwell and identify areas of deficiency the following elements were examined: roads, bus service, air service, rail service, and bicycle and pedestrian circulation.

Cromwell is a residential community and most of its residents are employed outside of the municipality. Cromwell's central location within the State and easy access to regional transportation corridors such as Interstate 91, a major north/south highway and Route 9, which provides access to points east and west, have contributed to the community's growth. Other major roadways that traverse the Town include Routes 3, 99, and 372.

Road Classification

Roadways are generally classified by purpose or jurisdictional responsibility.

Functional classification is a process whereby roads are grouped into classes or systems according to the purpose or role they are intended to play as traffic is moved through a highway network. The two basic functions of a roadway are access to property and travel mobility. Jurisdictional responsibility refers to ownership of a particular highway. It is generally divided among federal, state and local governments.

There are approximately 104 miles of roadway in the Town of Cromwell. This includes 69 miles of town maintain roads, 26 miles of state maintained roads and 9 miles of private roads. Approximately 9 miles of town maintained roads are eligible for federal aid.

Within the Town of Cromwell roadways have the following functional classifications: Principal Arterial-Interstate, Principal Arterial-Other Expressway, Minor Arterial, Collector and Local.

Arterials include interstates, other freeways and expressways, and they provide the highest level of mobility, at the highest speeds, for long uninterrupted travel. Within Cromwell, Interstate 91 and Route 9 are classified as principal arterials while Coles Road, Route 3 (Shunpike Road), and Route 99 (Main Street) are classified as minor arterials.

Collectors provide a lower level of mobility but a higher level of property access than arterials. They are typically two-lane roads that collect and distribute traffic to and from the arterial system and connect them with residential neighborhoods. The following roads are classified as collectors in the Town of Cromwell: Evergreen Road, Hicksville Road/Washington Road/ Geer Street, New Lane, and Willowbrook Road, Court Street and West Street.

Local roads are all roadways not included in a higher-level classification. They provide the highest level of property access, at the lowest speeds and the lowest level of mobility.

Traffic Volume and Capacity

The roadways within Cromwell with the highest traffic volumes were I-91 and Route 9. According to 2004 traffic volume data obtained from the Connecticut Department of Transportation (ConnDOT), the estimated average daily traffic (ADT) volumes for segments of I-91 ranged from 96,300 to 139,800. The segment from the southbound exit of Route 9 to the Cromwell-Rocky Hill town line had the largest traffic volume. On Route 9, the ADT ranged between 35,700 and 72,400. The most heavily traveled segment was from the Middletown-Cromwell town line to the southbound access from Route 99.

Route 372 (West Street-Berlin Road) is a major east-west corridor that runs from Main Street (Route 99) to the Berlin town line. While in Cromwell it crosses both Route 9 and I-91 and in Berlin it intersects with Route 5. The West Street segment is primarily a two-lane roadway, which widens into four lanes for most of the area after the Route 9 interchange and becomes Berlin Road. In 2004, ADT volumes ranged from 3,500 (Timber Hill Road to Main Street) to 32,000 (Route 3 to the southbound access ramp to Route 9). Berlin Road is the primary means of accessing the Town's business areas in the east and west and the limited access highways.

Shunpike Road (Route 3) and Main Street (Route 99) are two other important north-south corridors. Shunpike Road is a two-lane highway that extends from Middletown to Rocky Hill. The segment from Super Stop & Shop to the northbound entrance ramp to Route 9 had the highest traffic volume, with an ADT of 21,200. Main Street at the northbound exit ramp from Route 9, in the south-eastern section of the Town, travels north into Rocky Hill and intersects I-91 in northern Rocky Hill. ADT volumes ranged between 3,400 and 9,400, with highest volume occurring at the segment from Evergreen Road to Court Street.

ConnDOT also conducts capacity analysis to estimate the maximum amount of traffic that a roadway can accommodate. Capacity analysis can assist in the identifying roadways that are projected to be congested if current road conditions are not improved. Once these have been identified congestion management strategies can be developed to alleviate existing and potential congestion.

According to ConnDOT's 2002 Congestion Screening and Monitoring Report, segments of the I-91, Route 3, Route 9, Route 372 and Coles Road were either approaching or are over capacity in 2001. The following road segments are at or over capacity:

- I-91 – From the northbound entrance ramp at Route 372 to the Rocky Hill town line
- Route 3 – From the Middletown town line to the Rocky Hill town line
- Route 9 – From the Middletown town line to Route 99 and from Route 372 to Evergreen Road
- Route 372 – From the southbound exit ramp from I-91 to the northbound entrance ramp to I-91
- East Street

Road segments that are projected to be approaching or over capacity in 2025 include:

- I-91 – At the Route 372 ramp and the Route 9 ramp
- Route 9 – From the Berlin town line to the I-91 interchange, and from Route 99 to West Street
- Route 372 – From the Berlin town line to Oak Road and the I-91 ramp to West Street

Parking

Parking is another important element of the transportation system. The Cromwell Center Parking Study, completed in 1995, analyzed parking in the downtown business zone as well as 2 blocks on either side of Main Street from Wall Street to West Street.

Parking space demand was determined based on land uses and the parking requirements of the Town of Cromwell Zoning Regulations. It was estimated that the regulations required 552 parking spaces within the study area and a survey found that 556 spaces (101%) existed. However, although there were sufficient parking spaces in the study area as a whole, deficiencies existed in certain sections where available parking was between 75% and 85% of required amounts. The study recommended the construction of additional parking spaces, greater use of existing parking spaces that are located further away from deficit areas and greater coordination and identification of parking areas among businesses and property owners in the area.

Since the completion of the study, a municipal parking lot has been added in the area that had the greatest parking deficit. The lot provides 50 parking spaces and is located at the intersection of Community Field Road and Main Street.

Problem Areas

The State roads, including Main Street (Route 99), West Street/Berlin Road (Route 372) and Shunpike Road (Route 3) are the roadways most prone to traffic congestion. In most cases, congestion occurs at signalized intersections, especially where motorists make left turn movements onto minor roads. Two local roads (Nooks Hill Road and South Street) experience some congestion due to their narrowing down to a single lane underneath a railroad bridge.

ConnDOT maintain traffic accident records for all state and federal highways. ConnDOT's, Suggested List of Surveillance Study Sites, 1998-2000 identified 29 sites within the Midstate Region as high frequency accident locations. These were sites whose actual accident rates exceeded the critical rate⁴ or where there were more than 15 accidents per location within the three-year period. More than one-third of the sites were located in

⁴ Critical Accident Rate – ConnDOT standard that is determined by the rate-number quality control method and expressed in accidents per million vehicle miles of travel for 'sections' and in accidents per million vehicles for 'spots'.

Cromwell. The following table lists the high frequency accident sites in Cromwell ranked by their accident rate.

Table 4.4-1 High Frequency Accident Locations, 1998 - 2000

Town of Cromwell

Route	Location	Accident Rate	Number of Accidents
3	Between RT 524 and RT 372	13.12	67
372	Between Willow Brook and Hammerhead Place	5.18	20
372	Between I-91 ramps 40 and 41	4.08	27
3	At RT 372	2.71	52
217	At RT 372 and Coles Road	2.36	21
372	At I-91 ramps 41/43/Sebethe	1.78	57
3	At Evergreen Road	1.66	25
372	At RT 3/Shunpike Road	1.57	40
372	At I-91 ramps 40 and 42	1.47	40
372	At RT 217 and Coles Road	1.33	34

Source: Connecticut Department of Transportation, Suggested List of Surveillance Study Sites, 1998-2000

Planned Road Improvements

The Transportation Improvement Program (TIP) is a listing of all the transportation projects in the region that are scheduled to be completed over a three year period using federal funds. Among the major projects included in the 2003-2005 TIP for the Midstate Region was the upgrade of traffic signals on Cromwell's Route 372 and improvements at its intersection with Route 217.

The State Transportation Improvement Program (STIP) consists of the TIPs from the fifteen Regional Planning Organizations. Projects are ineligible for federal funding if they are not include in the STIP. STIP's short range element (FY 2004-2007) includes the following Cromwell projects:

- Coles Road from Route 372 to Route 3 – Reconstruction, widening, drainage improvements and sidewalk construction
- Christian Hill Road – Culvert replacement 300 feet west of Coles Road
- Willowbrook Road from Route 372 to Evergreen Road – Reconstruction, drainage improvements, horizontal alignment adjustments, sidewalk construction and lane configuration at the intersection of Route 372

To date none of these projects have been initiated.

The Mid-Range Element (FY 2008-2014) includes the following Cromwell projects:

- Coles Road – Guardrail replacement and roadway construction
- Route 99 at Main Street – Intersection improvements and traffic signal replacement
- Route 99 at Court Street – Intersection improvements
- Route 3 – Intersection improvements at the recycling center
- West Street – Intersection improvements at Franklin Road

The Long-Range Element (FY 2015-2028) includes the following Cromwell projects:

- Evergreen Road – Configuration, drainage, safety and LOS improvement
- Geer Street – Roadway reconstruction to improve vertical curve
- Washington Road from Blackhawk Drive to 117 feet west of Sequoia Drive – Structural improvements
- Washington Road from West Street to Windwood Drive – Structural improvements
- Evergreen Road from 970 feet west of Route 3 to 560 feet west of Route 3 – Structural improvements

The Midstate Planning Region Regional Transportation Plan 2004 Update acknowledged that roadway congestion was a concern in the region. The Plan also indicated that the potential for capacity improvements were limited due to high cost, lack of funds and environmental impacts. The course of action proposed was proper maintenance and increased efficiency of use of existing roadways and the exploration of alternate means of transportation and new technologies. Alternative modes of transportation such as rideshare options, increased transit opportunities and bicycling were also encouraged.

Bus Service

Weekday bus service to downtown Hartford is provided by Connecticut Transit's Routes 6 and U. Route 6 provides express service via I-91 from the Cromwell Hills Condominiums to downtown Hartford. Service is available from approximately 6am to 8am in the morning and 6pm to 8pm in the evening for those commuting to and from work in Hartford. A one-way fare is \$2.25. Route U operates along Main Street (Route 99) and provides 16 round trips throughout the day (from approximately 6 a.m. to 7:30 p.m.). Route U serves the communities of Hartford, Wethersfield, Rocky Hill, Cromwell and Middletown. The Cromwell bus stop is at Cromwell Center (Main and West Streets). A Park & Ride lot is located at the intersection of Sebethe Drive and Route 372. and serves Route 6. The regular cash fare for local service is \$1.25.

Routes D and E of the Middletown Transit District provide limited service to and from Middletown. Route D-Newfield Street connects downtown Middletown to the eastern portion of Route 372 corridor (Stop&Shop and K-Mart Plazas) in Cromwell. Route E-Westlake connects the business district on the central portion of Route 372 with Washington Plaza in Middletown. Service is available Monday through Friday from 6 a.m. – 11 p.m. and Saturday from 8 a.m. –11 p.m. The one-way fare is \$1.25.

Transportation services are also provided by a regional Dial-A-Ride service, operated by the Middlesex County Chapter of the American Red Cross. Dial-A-Ride offers door-to-door service to the elderly and handicapped.

Air Service

No airports are located in the Town of Cromwell. The primary airport is Bradley International Airport, the second-largest airport in New England after Boston's Logan Airport. Bradley airport is located 23 miles north of Cromwell in Windsor Locks, Connecticut. Several smaller facilities, that provide regional service and are used by private planes, are located closer to the Town including: Hartford-Brainard Airport (8.5 miles north), Meriden-Markham Airport (11 miles southwest) and Chester Airport (18 miles south).

Rail Service

Commuter rail service is not available in Cromwell. The closest locations providing commuter rail service are Hartford (14 miles north) or New Haven (28 miles south).

Freight service between Middletown and Hartford was once provided on the Wethersfield Secondary Track, a north-south line that runs through the eastern section of Town. The line became inactive for approximately 20 years. The Providence & Worcester Railroad (P&W) purchased the line in 1998. In early 2005, P&W and ConnDOT completed the rehabilitation and restoration of the line and freight service is now provided between Middletown and Hartford.

Bicycle and Pedestrian Circulation

The Midstate Planning Region Regional Transportation Plan 2004 encourages the promotion of bicycling and walking in the region. Cycling and walking are believed to make communities more vibrant and livable. The provision of a safe and sufficient network for bicycle travel suggested as a regional goal.

Facilities for walking and bicycling are limited within the Town of Cromwell. Sidewalks are sporadically located on some major roadways such as Main Street, West Street, Evergreen and Court Street and they are not a standard requirement for all new development. The zoning regulation only requires sidewalks at new commercial development and it is not required in new subdivisions. The Planning Commission currently determines if and where sidewalk will be required on a case-by-case basis. Additionally, there are no designated areas, either on-road or off-road, for bicycles.

Recreational Trails

Recreational trails in Cromwell are limited to the walking trail in Watrous Park and River Highlands State Park. There are also two multi-use trails in Middletown near the Cromwell-Middletown town line that could be linked to future trails in Cromwell: Middletown Mattabasset Trolley Trail and Middletown Westlake Area Bikeway.

4.4.2 Findings:

- Several major roadways are located in Cromwell and they provide easy access to surrounding communities
- According to the ConnDOT, segments of the I-91, East Street and Routes 3, 9, and 372 are at or over capacity
- Limited bus service is available for those commuting to Middletown, Hartford and beyond for work
- Air services are available 30 minutes away at the Bradley Airport
- Commuter rail service is available from Hartford and New Haven
- Bicycle and pedestrian facilities within the Town of Cromwell are limited
- There is a recreational trail in Watrous Park

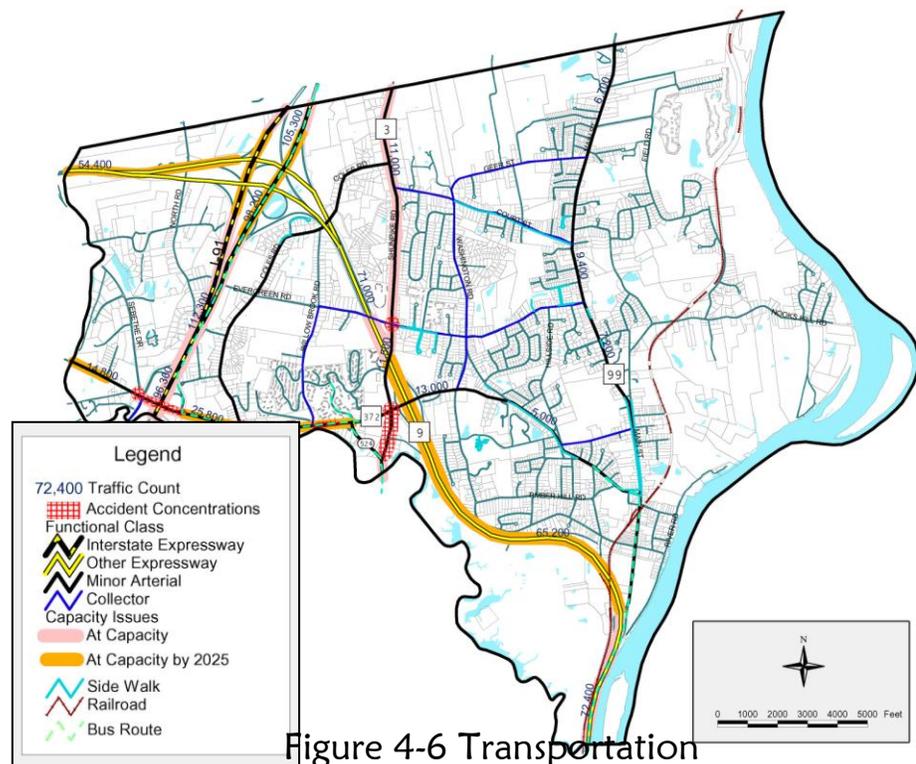


Figure 4-6 Transportation
Town of Cromwell

4.5 Infrastructure and Utilities Inventory

4.5.1 Water

The Water Division of the Cromwell Fire District provides public water service to most of the Town of Cromwell. The water system is scheduled to be expanded in 2005-2006 and will provide service to the last streets with no water mains. A renewal and replacement project to upgrade portions of the system is also planned.

Water is obtained from Gardner Wells No. 1, 2 and 3, which are located in the Aquifer Protection Zone in the northeastern section of the Town near the Connecticut River. The District is permitted to have a maximum withdrawal of 7.5 million gallons per day (mgd) from these wells. The average daily demand in 2004 was 2.2 mgd. The Gardner Wells have an average day available water of 5.6 mgd from 18 hours of pumping and maximum day available water of 7.5 mgd from 24 hours of pumping. The District's chemical feed and control building is capable of treating both the average day and the maximum day volumes of water. With this available supply, the district can meet present and future demand until 2050.

The District has also begun the process of permitting the proposed Gardner Well No. 4 and it is expected to be on-line by late 2006 or early 2007. When all four wells are on-line the capacity will increase to 10.5 mgd and it is projected that there will be a 1.2 mgd water supply surplus in 2050.

An examination of annual household costs for water among surrounding communities showed that while Cromwell Fire District's charges were not the highest, it was higher than most. Annual household costs range from approximately \$150 in Berlin to approximately \$430 for the Connecticut Water Company, which serves 36 Connecticut towns. The annual household cost for the Cromwell Fire District was about \$325.

4.5.2 Sanitary Sewer

The Cromwell Water Pollution Control Authority (CWPCA) controls the sanitary sewer system in the Town of Cromwell. The sewer system is separate from the storm water system, which is maintained by the Town of Cromwell Department of Public Works. Approximately 75% of the Town has public sewers and the remainder use private septic tanks. All proposed development has to be reviewed and approved by the Town Engineer before the CWPCA will approve the project.

The sewer system is able to meet existing demand and there is room in the system to accommodate greater demand. According to the CWPCA, in order to determine exact capacity figures a modeling of the sewer system is needed.

There have been no major improvements to the sewer system during the past 10-15 years with the exception of a new Nooks Hill Road sewage pump station that replaced an older one. A trenchless sewer line rehabilitation study is planned, which will cover all (20,000 LF) of the older sewer mains. These vitrified clay pipe areas have been found to have extensive root intrusion and cracking.

The Town's Public Health Coordinator oversees private septic tanks to ensure public safety. Should there be a septic tank failure, accessibility to public sewers is determined. If that is not feasible, the Public Health Coordinator provides direction on the installation of a new septic tank or repair of the existing tank.

The 2003 Septic Survey Final Report prepared by the Connecticut River Coastal Conservation District was undertaken to identify possible failing septic systems. The study of Coles Brook in Cromwell found bacterial levels that exceeded Connecticut Water Quality Standards although no optical brighteners (a component of clothes washing detergents that pass through failing septic systems) were detected. High bacteria in the presence of optical brighteners in surface water can indicate that a failing septic system is nearby. The high bacteria levels found at Coles Brook could be caused by intermittent and temporary septic system failures.

Recommendations included conducting a visual inspection of the stream to identify potential sources or discharges, dye testing homes still using septic systems and conducting an education and outreach campaign to septic system owners and a wider audience to highlight the need for proper maintenance of septic systems and to address other possible sources of bacterial contamination such as pet waste.

The annual user fee for sewer usage is currently at a flat rate of \$150 per home. This is being reviewed by a consulting firm and will change to a water consumption usage rate charge in the near future. According to the 2001 Sewer Rate Survey for Connecticut Communities prepared by Tighe & Bond, Cromwell's sewer rate was comparable to that of surrounding communities. The typical annual homeowner cost for sewer service was \$125 in Cromwell compared to \$130 in Berlin, \$139 in Glastonbury and \$139 in Middletown. Within the State, typical annual sewer cost per household ranged from \$100 to \$383, which resulted in an average figure of \$200 per household in 2001.

The cost for a residence to connect to the sewer system is on average between \$6,000 and \$10,000. Cost variations are due to differences down stream and past costs. A different formula is used to determine connection costs for commercial structures and residential structures. Sewer connection cost for commercial structures are based on the square footage of the structure and are generally higher than that for residences. While it is difficult to compare the cost for sewer connections among different communities assess, due to differences in methodology, the CWPCA believes that their connections costs are competitive with those for other residential communities.

4.5.3 Storm Water Management

The storm water management system in Cromwell is separate from the sanitary sewer system. To ensure that new development does not negatively impact existing drainage facilities, the zoning regulations require on-site detention of storm water from new development that disturbs five acres or more or whose impervious area is 60% or greater.

A study of the drainage system in Cromwell has been initiated but has not been completed to date. Nevertheless, the following have been identified by the Department of Public Works as items to be addressed: culverts at Evergreen Road and Pasco Hill Roads, system inadequacies at Nooks Hill Road/Shadow Lane, Christian Hill Road bridge needs replacement, general repair and removal of sedimentation in natural ponds that are part of the formal stormwater collection and conveyance system (i.e. Children's Home pond, Cromwell Hill pond, water company ponds and the "Clay" ponds at the end of Sebetha Road).

4.5.4 Utilities

Natural Gas

Yankee Gas Company provides gas service to all of the Town of Cromwell. The monthly delivery rate for residential heating customers consists of the customer service charge and the delivery charge. As of January 2005, the customer service charge is \$9.62 and the delivery charge is approximately \$0.73 for the first 30 units of hundred cubic feet (ccf) and \$0.32 for anything over 30 ccf.

Electric

Connecticut Light and Power (CL&P) provides electric service to Town of Cromwell residents and businesses. CL&P controls the transmission and distribution of electricity and customers choose their electric supplier. Two suppliers have recently been selected to provide renewable energy within the State of Connecticut: Community Energy Inc. and Sterling Planet. Community Energy uses a 50% wind and 50% landfill gas source, while Sterling Planet uses 33% wind, 34% landfill gas and 33% small hydro. An average monthly residential bill is \$101.80 for 700 kWh.

Cable and Internet

Comcast Cablevision of Middletown provides cable service to Cromwell as well as the surrounding communities of East Hampton, Middlefield, Middletown, and Portland, which are included in its franchise area. Available services include basic cable, digital cable with the Parental Control feature and high-speed Internet access.

4.5.5 Findings

- The Cromwell Fire District has the capacity to meet current and future water supply needs and is taking steps to ensure that the system is properly maintained
- Both sanitary sewers and private septic systems are used in Cromwell.
- Septic system failures are suspected to contribute to high bacterial levels in area streams
- A sanitary sewer line rehabilitation study is planned
- On-site storm water retention systems are required for new development in the Town
- Cromwell residents have access to essential utilities

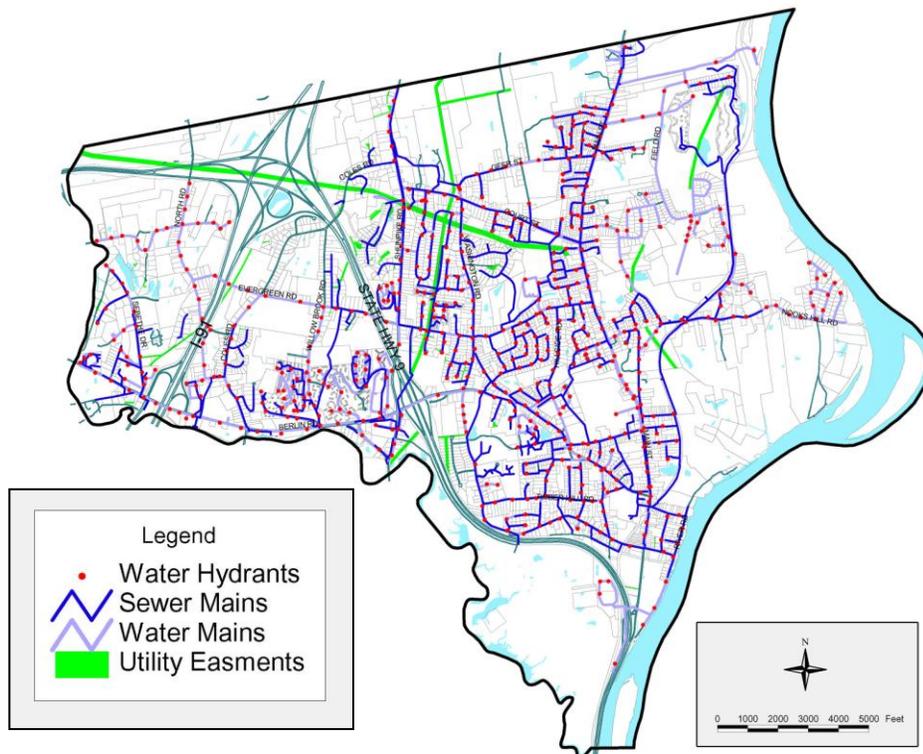


Figure 4-7 Utility and Infrastructure
Town of Cromwell

T o w n o f C r o m w e l l

5 Our Commerce

5.1 Economic Inventory

This section examines the economic characteristics of the Town of Cromwell and surrounding communities and provides the basis for future economic policy in Cromwell. This analysis will include an examination of employment and income trends as well as the current issues and opportunities within the Town of Cromwell. In order to obtain the most accurate portrait of the community a variety of income characteristics will be reviewed.

5.1.1 Labor Force

The labor force is a reflection of the number of people who are willing and able to work and is affected by the number of retirees, the number of single income families and those that have dropped out of the workforce. The size of the labor force is an important consideration for employers who are seeking a location for their business as it provides an indication of the availability of workers in the community. In 2000, Cromwell had a lower percentage (3%) of unemployed residents than most comparison areas and a higher percentage of residents in the labor force than the State.

Between 1990 and 2000, Cromwell's percentage of residents in the labor force (70% to 69%) and unemployment rate (3.1% to 3.2%) were relatively stable. During the same time period, both the County (72% to 70%) and the State (69% to 67%) had larger decreases in the percentage of residents in the labor force than Cromwell.

An examination of unemployment trends between 1990 and 2004 indicated that Cromwell consistently had a lower unemployment rate than the State and Nation as a whole.

The following table depicts the labor force characteristics in the Town of Cromwell and surrounding communities.

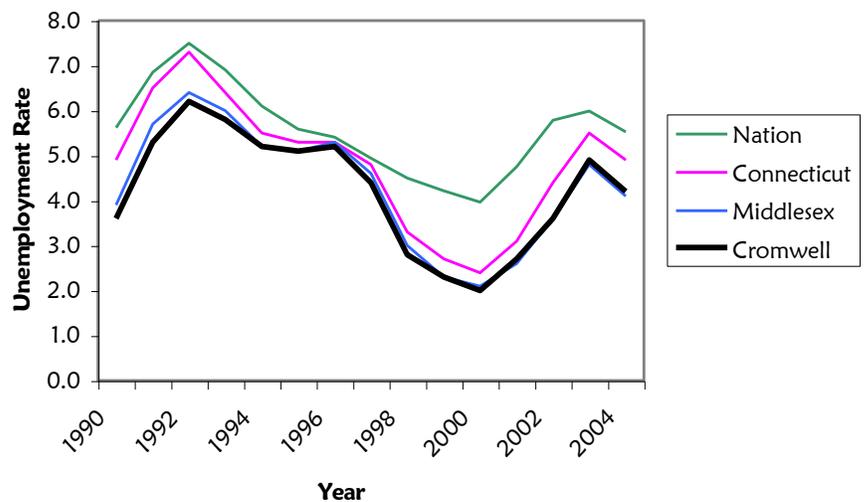
Table 5.1-1 Labor Force Characteristics – 2000
Persons 16 Years and Older

	Cromwell	Rocky Hill	Middletown	Middlesex County	Connecticut
Total Population 16 years and over	10,402	14,734	34,603	122,797	2,652,316
In Labor Force	7,216	9,908	23,625	86,327	1,765,319
Employed Civilians in Labor Force	6,979	9,665	22,559	82,040	1,664,440
Unemployed Civilians in Labor Force	230	243	1,050	4,176	92,668
Not in Labor Force	3,186	4,826	10,978	36,470	886,997
Percent In Labor Force	69.4%	67.2%	68.3%	70.3%	66.6%
Percent Unemployed in Labor Force	3.2%	2.5%	4.4%	4.8%	5.2%

Source: US Bureau of the Census, SF3 – 2000

An examination of unemployment trends between 1990 and 2004 indicated that Cromwell consistently had a lower unemployment rate than the State and Nation as a whole.

Figure 5-1 Unemployment Rate 1990 - 2004
Town of Cromwell, Middlesex County, Connecticut and the Nation



Source: US Department of Labor – Local Area Unemployment Statistic - 2004

5.1.2 Employment

While the unemployment rate is an indicator of the level of employment in a community, industry of employment and occupation are indicators of the quality of jobs residents hold and their buying power as certain industries and occupations tend to offer higher wages than others. As shown in the table that follows, the same industries provided the majority of employment in all comparison areas. Education, Health and Social Services was the most significant industry of employment in all comparison areas and Agriculture, Forestry, Fishing and Hunting and Mining was the least.

Table 5.1-2 Industry of Employment – 2000
Persons 16 Years and Older

	Cromwell	Rocky Hill	Middletown	Middlesex County	Connecticut
Agriculture, Forestry, Fishing and Hunting, and Mining:	0.9%	0.0%	0.3%	0.5%	0.4%
Construction	5.8%	4.1%	5.2%	6.3%	6.0%
Manufacturing	13.0%	13.2%	14.5%	16.1%	14.8%
Wholesale Trade	2.7%	2.1%	3.1%	3.1%	3.2%
Retail Trade	12.4%	10.6%	10.1%	10.9%	11.2%
Transportation and Warehousing, and Utilities	4.3%	5.1%	3.5%	4.4%	3.9%
Information	2.4%	2.9%	2.6%	3.0%	3.3%
Finance, Insurance, Real Estate and Rental and Leasing	14.4%	15.7%	10.4%	8.9%	9.8%
Professional, Scientific, Management, Administrative, and Waste Management Services	8.6%	10.0%	9.0%	8.8%	10.1%
Educational, Health and Social Services	22.9%	20.0%	25.8%	23.4%	22.0%
Arts, Entertainment, Recreation, Accommodation and Food Services	5.7%	5.2%	5.8%	6.0%	6.7%
Other Services (Except Public Administration)	2.8%	4.3%	4.4%	4.1%	4.5%
Public Administration	4.0%	6.9%	5.2%	4.5%	4.0%

Source: US Bureau of the Census, SF3 – 2000

Similarities existed among all comparison areas relative to the predominant occupation types. For both the Cromwell and the State, Sales and Office Occupations followed by Professional and Related Occupations were the predominant occupation types (see Table 5.1-3). Cromwell also had a larger percentage of residents holding Management, Business, and Financial Operations type jobs than both the County and State. Among comparison towns, Rocky Hill had the highest percentage of residents in management and professional occupations. These occupations tend to pay higher wages than other occupations.

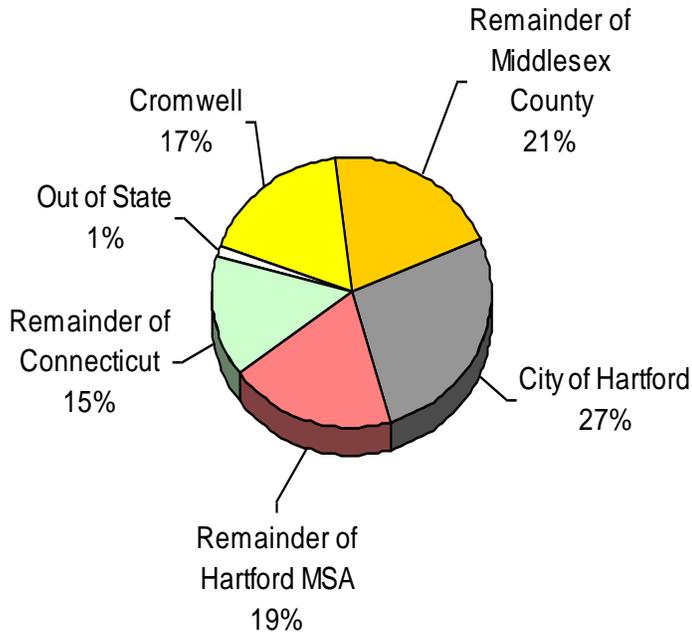
Table 5.1-3 Occupation – 2000
Town of Cromwell and Comparison Areas

	Cromwell	Rocky Hill	Middletown	Middlesex Cty.	Ct.
Management, Business, and Financial Operations Occupations	18.9%	19.2%	15.8%	16.2%	15.9%
Professional and Related Occupations	23.9%	28.3%	27.4%	25.9%	23.3%
Service Occupations	13.2%	11.4%	14.4%	13.0%	14.3%
Sales and Office Occupations	27.9%	26.8%	24.3%	25.2%	26.5%
Farming, Fishing, and Forestry Occupations	0.7%	0.0%	0.0%	0.2%	0.2%
Construction, Extraction, and Maintenance Occupations	7.1%	6.4%	7.3%	8.6%	8.0%
Production, Transportation, and Material Moving Occupations	8.3%	7.9%	10.7%	11.0%	12.0%

Source: US Bureau of the Census, SF3 – 2000

The residential character of Cromwell is confirmed by place of work data. In 2000, approximately 17% of Cromwell employed residents worked in the Town while 27% worked in the City of Hartford, 21% worked in Middlesex County, excluding Cromwell and 19% worked in the Hartford MSA, excluding the City of Hartford.

Figure 5-2 Place of Work – 2000
Town of Cromwell



Source: US Census Bureau and peter j. smith & company, inc.

5.1.3 Income

Per capita and median household incomes are used as indicators of a community's wealth. Per capita income better reflects the wealth of the community while median household income better reflects the distribution of income within the community. Per capita income is determined by dividing the total income of residents by the population. The median household income is the level at which the number of households with higher incomes is equal to those with less.

In 1999, Cromwell had a median household income of \$60,662 and a per capita income of \$29,786. Cromwell had higher per capita and median incomes than all comparison areas. Comparison communities generally had similar income levels with the exception of the City of Middletown, which had a much lower per capita and median household income. When per capita income in 1989 was converted into the value of a dollar in 1999, Cromwell had the largest percentage increase (11%) in per capita income among comparison areas, from \$26,769 in 1989 to \$29,786 in 1999.

Table 5.1-4 Income Characteristics – 1999
Town of Cromwell and Comparison Areas

	Cromwell	Rocky Hill	Middletown	Middlesex County	Connecticut
Less than \$25,000	13.6%	13.3%	23.6%	17.5%	21.7%
\$25,000 to \$49,999	25.6%	26.1%	28.4%	23.7%	24.5%
\$50,000 to \$74,999	26.1%	25.8%	21.0%	22.5%	20.4%
\$75,000 to \$99,999	15.4%	14.9%	11.4%	15.7%	13.3%
\$100,000 to \$124,999	8.2%	10.6%	7.2%	9.6%	7.7%
\$125,000 to \$149,999	4.4%	4.4%	4.4%	4.8%	4.0%
\$150,000 or more	6.6%	4.9%	4.0%	6.2%	8.5%
Median household income in 1999	\$60,662	\$60,247	\$47,162	\$59,175	\$53,935
Per capita income in 1999	\$29,786	\$29,701	\$25,720	\$28,251	\$28,766

Source: US Bureau of the Census, SF3 – 2000

5.1.4 Poverty

Poverty status is an indicator of an individual’s ability to afford the basic minimum amounts of goods and services. Poverty levels are based on household income, the number of individuals within the household and the cost of living in the area. In 1999, among comparison areas, Cromwell had a lower percentage (3%) of residents with incomes below the poverty level than the County (5%) and the State (8%). Only Rocky Hill had a lower poverty rate than Cromwell. The percentage of residents with income below the poverty level increased by less than 1% in Cromwell between 1989 and 1999. In 1989, among comparison areas, Cromwell also had the lowest poverty rate (3%) and Middletown had the highest (8%).

Table 5.1-5 Poverty Status (1999 Income)
Town of Cromwell and Comparison Areas

	Cromwell	Rocky Hill	Middletown	Middlesex County	Connecticut
Total Population for Whom Poverty Status is Determined	12,277	16,990	41,648	149,529	3,300,416
Income in 1999 Below Poverty Level	418	492	3,142	6,911	259,514
Percent of Population with Incomes Below Poverty Level	3.4%	2.9%	7.5%	4.6%	7.9%

Source: US Bureau of the Census, SF3 – 2000

5.1.5 Business Activity

The residential nature of the Town of Cromwell means that most residents work outside the local community. Thus, knowing the types of industries in which residents are employed does not necessarily provide insight into the types and numbers of businesses that are located within the municipality.

To get an understanding of the types and sizes of businesses that are located in Cromwell, the US Census Bureau's, ZIP Code Business Patterns was used. Zip code 06416 represents the entirety of the Town of Cromwell. The most recent year for which information was available from this source was 2002. In 2002, zip code 06416 had 363 business establishments with 5,546 total employees. These figures had decreased slightly from 1998 when there were 375 businesses with 5,572 employees. In addition to changes in the total number of businesses there was also change in the size of businesses. In 1998, there were 13 businesses in Cromwell with 100 or more employees; in 2002 there were 8. However, the number of businesses with 10 to 19 employees increased from 47 to 58 and those with 50 to 99 employees increased from 10 to 15. The table that follows reflects the types and numbers of local business in Cromwell between 1998 and 2002.

Table 5.1-6 Zip Code Business Patterns 1998 - 2002
 Town of Cromwell – Zip Code 06416

	2002	2001	2000	1999	1998
Number of Establishments	362	350	356	373	375
Number of Employees	5,546	5,244	5,494	5,792	5,572
Annual Payroll (In \$1,000)	156,047	148,623	149,731	145,689	134,837
Forestry, Fishing, Hunting, and Agriculture	1	0	0	0	0
Construction	43	39	38	38	36
Manufacturing	18	20	21	21	23
Wholesale Trade	25	25	22	26	26
Retail Trade	58	56	57	62	59
Transportation & Warehousing	6	4	4	4	6
Information	3	3	4	5	4
Finance & Insurance	14	13	16	17	18
Real Estate & Rental & Leasing	16	12	14	15	16
Professional, Scientific & Technical Services	30	29	24	23	25
Management of Companies & Enterprises	2	1	1	1	1
Admin, Support, Waste Mgt, Remediation Services	19	20	23	22	20
Educational Services	2	2	2	2	2
Health Care And Social Assistance	38	38	39	41	44
Arts, Entertainment & Recreation	5	7	5	5	6
Accommodation & Food Services	35	30	35	39	38
Other Services (Except Public Administration)	47	42	43	44	45
Auxiliaries (Exec Corporate, Subsidiary)	0	1	1	1	2
Unclassified Establishments	0	8	7	7	4

Source: US Census Bureau, CenStats Database, County Business Patterns Data (NAICS)

Agriculture

There are still active farms within the Town of Cromwell. To determine the scale and scope of agriculture within the Town, the USDA Census of Agriculture was reviewed. In 2002, the most recent year for which information was available, the USDA Census of Agriculture indicated there were 12 farms in zip code 06416 (Cromwell). Eight of which earned less than \$50,000 from all agricultural products sold. Agriculture does not appear to play a significant economic role in Cromwell. However, it does play a significant role in defining the character of the community.

Major Employers

The major employers within the Town of Cromwell are indicated in the table that follows. To gain an understanding of the local business climate and the issues faced by businesses, several of the major employers were contacted. Their responses were summarized and included in the comments section of this document.

Table 5.1-7 Major Employers – 2004

Town of Cromwell

Employer	Type of Business	Number of Employees
Stop & Shop	Supermarket	240
Covenant Village	Retirement Communities and Homes	230
Wal-Mart	Department Store	230
Apria HealthCare	Medical Equipment Distribution and Service	220
Crowne Plaza Hotel	Hotel Conference Center	175
K-Mart Stores	Department Store	115 Seasonal 85 Permanent
Ridgeview	Convalescent Home	110
Xpect	Department Store	107
Millane Nurseries	Nursery	105 Seasonal 75 Permanent
Liturgical Publication	Publisher	87
Muzak LLC	Music/Communication Systems	85
Courtyard Marriott	Hotel	80
Siemens Building Systems	Environmental and Utility Control Systems	55

Source: Town Cromwell Economic Development

Economic Development Projects

The Town is pursuing several courses of action to stimulate economic development within the community. The following is a summary of the major initiatives being pursued by the Town.

Northern Tier Industrial Development

For several years the Economic Development Commission (EDC) has worked to develop the industrially zoned lands in the northern most section of town. The area is generally defined by Interstate 91 to the west, Route 99 to the east, the Cromwell-Rocky Hill town line to the north and to the south by Coles Road, Geer and Court Street. Significant infrastructure improvements are needed to facilitate development of this area, including: extension of utilities, improvements to existing roads, making the access road to the Town transfer station a public road and the replacement of the sewer pumping station that services the area. Two grants have been obtained from the State of Connecticut Small Town Economic Assistance Program (STEAP) totaling \$945,000 for the purpose of making infrastructure improvements.

The Coles Brook Commerce Park is one of the private projects being developed in this section of the Town. The Town contributed \$350,000 to the project for the extension of the sewer line and necessary road improvements. Several buildings are in some stage of construction and fully built out, it is expected the project will house up to seven businesses.

The development of Coles Brook Commerce Park has sparked interest in the surrounding industrial area. There have been discussions between Cromwell and the Town of Rocky Hill regarding the mutual development of the area. Infrastructure improvements are needed in both municipalities to facilitate development and a collaborative approach is being pursued.

Riverfront Development

In 2003, Apollo Holdings L.L.C., a private developer, made a proposal to partner with the Town of Cromwell in its effort to develop a 32-acre parcel of town owned riverfront land. Apollo would take the lead in refining the development plan and pursue regulatory approvals. The Town would be directly involved in all key decisions, provide “political muscle” with regard to regulatory issues and use its status as public entity to access state and federal funding that would be necessary to make the vision of this project a reality. The Town would provide some funding but the developer would seek the bulk of funds needed to address technical and regulatory issues from state and federal sources.

Apollo recommended a concept plan that included a mix of private and public space: an approximately eight-story building with commercial/retail space on the first floor and luxury residential condominium units on the upper floors, a 6-acre riverfront gateway park made up of pedestrian trails, a river overlook, athletic fields and a small outdoor amphitheater. Substantial public parking would also be provided. The total value of the project was estimated to exceed \$25 million.

Apollo is still interested in the project. The EDC has hired a planning firm to assess the highest and best use of the property, the viability of Apollo's proposal and the environmental and regulatory constraints.

Historic Downtown Development

The EDC and a grassroots committee are working to employ the Connecticut Trust for Historic Preservation (CTHP) "Main Street" approach to redevelopment in the historic downtown. Projects include the preparation and submission of an application for a STEAP grant to develop a façade improvement program, a paint program and to construct or improve focal points of the downtown area. The historic downtown is the setting for the Town's annual Riverport Festival and the committee will assist in the clean up of the area and promotion of the event.

The committee consists of over 30 volunteers and the EDC has paid for a membership in the Connecticut Main Street Center's Downtown Revitalization Institute. Through the Institute volunteers attend training sessions and receive technical support from statewide and national resources that focus on downtown redevelopment. The committee meets the first Tuesday of every month.

Community Promotion

The EDC employs a simple promotional campaign, directed to an internal and external audience, which highlights opportunities that exist in Cromwell for the consumer, traveler and resident. In addition, economic development projects, new and growing businesses and incentives to relocate are featured in the various venues, such as the EDC's web site, mycromwell.com, and informational booths at local tournaments and festivals.

The EDC is also working with the private sector and civic groups to improve the Town's gateways by improving welcome signs. A public private partnership has been developed with Greater Hartford Magazine that has enabled the creation of a full color glossy promotional piece that is inserted in the magazine. The Town is provided several thousand copies of the magazine for its own uses.

5.1.6 Town Budget

An examination of general fund revenues and expenditures over the past 10 years shows that the Town of Cromwell has maintained fiscal responsibility. Both internal accounting controls and budgetary controls are in place to insure that the Town meets its responsibility for sound financial management. According to the 2005 Comprehensive Annual Financial Report, for the fiscal year that ended June 2005, resources available for appropriation were \$1.2 million more than budgeted for the general fund and expenditures were kept within spending limits.

Between 1996 and 2005 there have been gradual increases in the Town's total revenues and expenditures. During this time period, revenues from property taxes have accounted for an increasing percentage of the budget while intergovernmental transfers have generally accounted for lower percentages. The percentage of the budget allotted to the Town's debt service has also fluctuated during this time period. It has been as low as 3.0% of the total budget in 2002 and as high 8.7% in 2005. The debt service has increased since 2002 due to school related capital projects (Cromwell High School renovation and construction of Woodside Intermediate School). The school debt was totally absorbed in the 2005 and accounts for the significant increase in debt service. The debt service figure does not include sewer debt, which is paid directly from the Sewer Assessment Fund.

As of June 2005 the Town had a credit rating of AA- from Standard and Poor's (S&P) and Fitch Investors Service and an A-1 rating from Moody's Investors Service. S&P and Moody's are the two most well known bond rating services. An AA rating (Very High Quality) is the second highest long-term issue credit rating given by Standard and Poor's. It differs only slightly from the highest rating, AAA. A plus or minus after the rating indicates relative standing within the major rating categories. Thus, Cromwell's AA- rating is slightly lower than an AA rating. Similarly, Moody's A- rating indicates a slightly lower quality than an A rating (High Quality). The Town's bond indebtedness was \$30,860,000 with a final maturity date of June 2023. Total indebtedness was 14% of statutory capacity.

The Assessor's Office values property annually, in accordance with Connecticut State Statutes. Property is valued at 70% of market value. This forms the basis for the production of the Grand List. For fiscal year 2005-2006, the Net Grand List was \$ 1,001,127,319 and the mill rate (tax per dollar of assessed value of property) was 29.0 mills. The total general fund revenue was \$35,688,662. Residential property values provided over 69% of the grand list. Commercial property values contributed approximately 16% to the grand list and all other values contributed approximately 15%. The percentage of the grand list provided by residential property values has been steadily increasing.

Property tax was the largest source providing \$28.7 million (85%) of total revenues, followed by intergovernmental transfers of \$3.8 million (11%). An additional \$1.4 million (4%) was collected from permits, fines, interest and other revenue sources. As a point of reference, in 1995, property tax provided 78% (\$16.3 million) and intergovernmental transfers provided 17% (\$3.6 million) of the Town's \$21,002,546 total general fund revenues.

The trend toward greater municipal reliance on property taxes and decreasing state aid was observed across the State. According to the Connecticut Policy and Economic Council (CPEC) between 1993 and 2003 the percentage that state aid provided to municipal budgets decreased in 115 of the State's 169 municipalities. While municipalities have grown more dependent on property taxes, this tax source has grown at a slower rate than the other two major sources (sales tax and state income tax) of state and local revenue. Municipalities' greater reliance on property taxes means that local schools are also more reliant on property taxes. Statewide, both property taxes (45%) and state aid, primarily but not only for education, (39%) increased at a slower rate than education spending (56%) and municipalities most often made up the difference by slowing the rate of other types of local spending.

In 2005, the Town's general fund expenditures totaled \$33,460,926 and 57% was allotted to education. Major expenditure categories were as follows:

- Education - \$19.2 million
- General Government Services - \$4 million,
- Public Works - \$3.1 million
- Public Safety - \$2.3 million
- Debt Service - \$2.9 million
- Transfers - \$859,000
- Culture and Recreation \$667,000
 - Human Service \$471,000.

Similarly, in 1995, education received 60% (12.5 million) and general government services received 11% (\$2.3 million) of the Town's \$20,958,758 in total general fund expenditures.

According to US Census data on government spending for the year 2000, among the 50 states, Connecticut was 50th, the lowest, in state and local spending on education. However, on the revenue side, a 1999-2000 ranking of various revenues as a percentage of total state personal income, state and local governments ranked 49th, second to last (19%). Thus, while Connecticut spent less on education it also received less tax from its residents. In 2005, 20% of the State's budget was allocated to education.

The Cromwell Fire District is a separate government entity from the Town of Cromwell that also has town wide taxing authority. Thus, while the total mill rate in Cromwell for the 2005-2006 fiscal year is 31.5 mills the Town's portion is 29.6 mills and the Fire District gets the other 1.9 mills.

The Cromwell Fire District received a rating of "AA-" from Standard & Poor's Rating Service for the \$4,540,000 General Obligation Bonds, issued in December 2005. The Cromwell Fire District has \$9,850,000 in outstanding debt as of December 29, 2005, with a final maturity date of December 15, 2022.

5.1.7 Findings

- Cromwell has a high percentage of its residents in the labor force and a low unemployment rate
- In general, Cromwell residents have a similar employment pattern as the County and State
- Income levels are relatively high in the Town of Cromwell
- In 2000, approximately 27% of Cromwell residents worked in the City of Hartford and an additional 19% worked in the Hartford Metropolitan Statistical Area (MSA), outside the City of Hartford
- Revenue and expenditure figures have gradually increased over the past 10 years and the percentage of the budget allotted to major elements have been relatively stable
- The residential component of the grand list increased by 7% between 2003 and 2004
- The Town has grown more dependent on property tax revenues between 1995 and 2004. This is a trend that has occurred statewide
- Education accounted for approximately 59% of the Town's general revenue expenditures in 2004
- The Town of Cromwell is focusing on industrial development and downtown revitalization

T o w n o f C r o m w e l l

6 Our Comments

6.1 The Public Input Process

Public input gathered during the course of the process included the following mechanisms: POCD Steering Committee Vision Session, Telephone Interviews, a Random Community Survey, and an Interactive Public Meeting. The input contributed to the development of Plan goals and objectives and, ultimately, recommendations for future conservation and development.

6.1.1 POCD Steering Committee Vision Session

The Visioning Session was held on May 12, 2005 at 7pm in Cromwell Hall. The POCD Steering Committee was asked to respond to three questions. They were also requested to prioritize their responses. The results are summarized below:

1. What are the three strengths about Cromwell you would never want to change?

- Small town character and appeal,
- Good schools
- Access to canoeing
- Parks
- Small town appeal,
- Good demographic mix by income,
- Safety
- Bedroom community,
- Historical areas,
- Open spaces and parks,
- Split of commercial and residential Population density
- Central location to all types of services,
- Community closeness

The top three priorities established by the group include:

1. Small town charm
 2. Access to natural waterways
 3. Good schools
2. How should the Town capitalize on the first strength? What would have to change to better use this strength?
- Establish a better balance between residential & commercial. Replace Board of Selectmen with Council and professional Town Manager.
 - Control development and rezoning
 - Improve the downtown area
 - Too much overdevelopment in non-conducive locations
 - Control development and sprawl – enact zoning standards to control it
 - Get rid of “status quo” mentality
 - Provide a stronger charter for the Town
 - Require larger lot size developments – less density
 - Don’t allow Cromwell to turn into a City
 - Market Town to attract appropriate business and residents
3. How should the Town capitalize on the second strength? What would have to change to better use this strength?
- Plan for proper development along the riverfront – mix of commercial and residential, lower in scale
 - More open space should be set aside
 - Great recreation department and boat club, great parks – needs to be better used, especially canoe launch
 - Develop waterfront and improve access - bulkhead gets used 4 times per year
 - Need more open space – have too little; existing open space is fragmented; no place to ride a bicycle; no real sense of green space
 - Public access to waterfront

Plan of Conservation and Development

- Clean up the areas so the river is inviting; don't have a budget or staff to commit to clean up these areas
- Have to create a "flow" between parks, river, open spaces
- Put a canoe launch where car wash is
- Capitalize on water pollution control – money the plant gets should be used in Cromwell
- Beautify the riverfront
- Inform new residents where parks are – they often have no idea
- Determine which lands to acquire or release
- Linking public spaces – pedestrian bridge from Pierson Park over Main Street
- There is no Welcome Wagon, nothing to orient new residents

4. How does the Town capitalize on the third strength? What would have to change to better use this strength?

- Emphasize use of schools in non-school hours; particularly in summer
- More funding for library
- Control new residential development
- Tax system is becoming stressed
- Involve parents more
- Bring in community college, culinary school, enable facilities to bring in revenue
- Develop relationship between School Board and Planning department – they do not speak
- Emphasize small business development not big box to support small town
- Stop building houses
- Offer adult education courses
- Change "dictatorship" of Board of Education
- Better support athletic departments

5. What are the three constraints in Cromwell you would like to change?

- Downtown development
- Get more tax generating businesses
- Better access to river; use it sensitively, clean it up;
- Financial resources – better planning for use of tax dollars
- Community Involvement – none except sports and schools
- Governmental operations in general
- Limited infrastructure in industrial areas; roads are messy
- Siting of public facilities poor
- Lack of understanding what Cromwell wants to be – no vision, theme or goal; fragmented decisions
- Rapid residential growth
- Poor park and recreation planning
- Generate more managed commercial growth
- Small town mentality regarding change
- Not enough funds, not enough recreational facilities; emphasize other natural resources
- 3 different leaders – Fire, School, Government
- Rampant development
- Escalating taxes

Top 3 Constraints:

1. Waterfront
2. Downtown Development
3. History and Culture

6. What would have to change to minimize or eliminate the first constraint? Can this constraint be turned into an asset? How?
- Get a realistic plan of development for downtown, look for moneys
 - Change traffic patterns with angled parking, stronger enforcement authority
 - Clean up uses for downtown; carrot/stick to get them to change appearance
 - Blight issues
 - Acquire some land
 - Disparity between what zoning says and what downtown can hope to be
 - Route 9 both ways access to Main street to improve traffic patterns
 - Get some more upscale development
 - Establish a cultural center like Essex
 - Encourage pedestrian-related public use areas
 - Encourage proper development of multi-faceted business
 - Improve appearance to make it something the Town is proud of
 - Better advertisement, better cohesiveness
 - Establish a public/private plan of development, repair blight

7. What would have to change to minimize or eliminate the second constraint? Can this constraint be turned into an asset? How?

- Clean up older homes
- Stronger zoning enforcement authority
- Need a good action strategy – visioning done, but hasn't been put to test
- Partnerships with key landowners
- Balance of growth with environment
- Link downtown, river, parks
- Pedestrian development
- Look at parcels we can acquire and get them
- More public docks, new wharfs, more activity
- Develop a Banquet facility on the waterfront
- Creative development of riverfront – town should develop land it owns
- Balance of built and open space
- Promote ourselves

8. What would have to change to minimize or eliminate the third constraint? Can this constraint be turned into an asset? How?

- Overcome selfish attitude of residents
- Better outreach and advertising
- Better leadership
- Better communication
- Activities and functions that will bring community together
- Tap into experience of new people in town
- Groups should work together
- Something to unite the people that don't have children
- Needs outreach – no cross pollination

9. How would you describe your vision for the Town of Cromwell? For example, what would you like Cromwell to look like in 100 years? What type of people would live here? What type of parks/open space would be here?
- Want it to look the same, same type of people, more usable open space
 - Would like to maintain charm, see my children and grandchildren live here, use parks better
 - Vibrant artistic professional community
 - Good public transportation
 - Waterfront, downtown development
 - Good mix of income and race
 - Middle class community
 - Make sure trees remain
 - Control development of houses, expand on what we have
 - More vibrant
 - Pleasant village
 - Nice if our northern border with Rocky Hill was developed with small businesses
 - Retain clean air, clean water
 - Have walkways to stroll

6.1.2 Telephone Interviews

To gain an understanding of the local business climate and the issues faced by businesses, several of the major employers were contacted.

Responding businesses had been located in Cromwell for at least 15 years, indicating a relatively stable business community. Over the past five years staff size had either increased or remained the same while profit levels had fluctuated. Despite uncertain profit levels, some businesses had recently made or planned to make capital investments within the next 1-2 years. All had a regional customer base and were not solely reliant on the support of local residents. No specific benefits were identified with being located in Cromwell but its proximity to population centers was seen as a positive. The relationship between the municipality and the business community was perceived as stable or poor and additional support of the business community was desired, particularly in terms of streamlining the development process. While these responses may not reflect the feelings of all members of the business community, they do indicate a need for continued efforts to develop and maintain a spirit of cooperation and collaboration between the Town and existing businesses.

6.1.3 Focus Groups

A series of focus groups were held with special interests in the Town of Cromwell. These groups brought people with similar interests together to discuss issues and potential solutions that should be considered. The meetings focused on three topics: Education and Culture, Economic Development and Recreation and Environment.

Approximately 10-20 individuals were invited to meet and discuss each identified topic. The consultant facilitated the discussion to allow the participants to hear other's views and to express their own. The following summarizes the comments made during these meetings. These comments were not "consensus" items, but were the opinion of one or more of the participants as the discussion occurred. The following summaries represent the notes taken during the meeting as the stream of thought occurred

Date: June 2, 2005
Focus Group: Education and Culture
Attendees: Burt Johnson, Covenant Village
Steven Hodge, Children's Home

Assuming no constraints exist – physically, financially or otherwise – describe your ideal "vision" for Cromwell specifically as it relates to issues of education and culture

Cultural offerings are very limited

- Establish new connections between schools and existing theater organizations
- Seniors in Town would love more to do
- Encourage cooperation between not-for-profits and municipality
- New convention center could be a market to draw people to Cromwell
- Riverfront needs to be developed
- Main Street could be improved with more stores and services
- Historic character should be better promoted/developed

Identify Cromwell's Strengths and Weaknesses as they relate to developing this ideal "vision".

Strengths

- Schools
- Parks/natural areas
- Quality of Life
- History
- Waterfront potential

Weaknesses

- Outmoded form of government
- Poor communication between businesses and municipality

Describe any efforts you, or your business or organization, could provide that could help the Town's vision become a reality? What initiatives are currently underway that we may not be aware of?

- No Comments

Plan of Conservation and Development

Date: June 2, 2005
Focus Group: Economic Development
Attendees: Cathy Duncan, Cromwell Division Chamber
of Commerce
George LaCava, Trilacon Development
John Banks, Courtyard by Marriott Hotel
Mary Brees, Courtyard by Marriott Hotel
Sal Petrella, Local Land Use Attorney
Leonard Zgorski, Local Businessman

Assuming no constraints exist – physically, financially or otherwise – describe your ideal “vision” for Cromwell’s specifically as it relates to “Business and Economic Development issues. What role should Cromwell play in the Greater Hartford Region?

- Make better use of the Waterfront and the park on the Connecticut River – it is just sitting there
- All groups – Kiwanis, Rotary, should put our efforts into one thing per year, we could get a lot of things done – everyone is going in all different directions
- Café’s, the Arts,
- 5 entrances into Cromwell – there should be something there to welcome people, signs with all of the civic groups
- Theater – connect with Goodspeed Theater, Goodfellows Playhouse in Middletown, Wesleyan University – Cromwell has a very convenient location
- Music shell in Pierson Park
- Make better use of Main Street
- Entrances to Cromwell are ugly – Exit 18 from Middletown to Main Street, looks like a slum
- Marina should be located on the waterfront; Lake Champlain and downtown Burlington are a good example – there are a lot of opportunities
- There are too many marinas already and the Connecticut River is too congested.
- Harbor Park Restaurant on Route 9 – look across River and there is nothing there

- Stamm Construction has an excavation company on the waterfront – won't leave, perfect location for him, non-conforming use
- Should have a plan to do friendly professional office buildings in Cromwell – attract smaller businesses and offices to Main Street and other roads rather than big box
- Waterfront needs to be done on a much grander scale than people currently imagine – existing zoning, nature of zoning puts constraints on potential development. Should be on a scale similar to Blue Black Square. Eminent domain to take all property- go in with mixed use plan, water walk, marinas, boat docks, planned community
- Providence Rhode Island
- Prime business for hotels is during the week, no leisure travelers, just transient business; corporate business is localized – people who are working in Hartford stay in Hartford

Identify Cromwell's Strengths and Weaknesses as they relate to developing this ideal "vision".

- Location, center of the state, great river area, good property to work with
- Continued growth in residential real estate development
- Most of calls to Chamber are people wanting to live in Cromwell – image is good, quiet town, low crime rate
- Preservation of Cromwell's farmland –Evergreen Hill Park, people line up to see cows
- Town negotiating to buy the farmhouse – make it into a farm museum – farm version of Sturbridge Village – Middletown High School has a cultural school
- Good infrastructure/utilities
- Good rail – consider future for light rail transportation
- Good place for small industry
- Lot of money in this Town – people are willing to invest if something is seen as a good idea
- Chamber has a rail council – short term plan to get trains going between Middletown and Hartford – long term from Old Saybrook to Hartford – freight and passenger. Group meets every other month

Weaknesses

- Known as condo city
- Flooding
- Non-conforming uses
- Need to deal with Route 9 in a positive way
- Limited in Main Streets – physical constraints
- Don't like where industrial land is located
- Waterfront project needs to be much bigger than might be possible

Other Comments

- Civic organizations exist, but don't do things together. We should pick one project and focus on completing it together
- How much open space do we really need? We need to preserve the values of people's property
- Rocky Hill is right next door – are doing a lot of things right – parks, pools, tennis courts, lot of industry, Channel 3 is moving there
- Make sure Cromwell attracts commercial business to assist the tax base

T o w n o f C r o m w e l l

Date: June 2, 2005
Focus Group: Recreation and Environment
Attendees: Brian Armet, Mattabasset Sewer District
Joseph Corlis, Citizen Environmental Activist
Michael Pitruzzello, High School Coach
Anne Riener, Citizen Environmental/Open
Space Activist
Anita Varricchio, Citizen Environmental
Activist

Assuming no constraints exist – physically, financially or otherwise – describe your ideal “vision” for Cromwell specifically as it relates to issues of recreation and the environment.

- Have purchased Evergreen Hill Park and have putting aside land for the environment – Evergreen Hill Park
- No problem with development, but should have more acreage per house
- Keep wetlands wetlands
- Kids need a place like Rocky Hill – a park, pool, swimming, community center
- Riverfront property needs a park
- State needs to address exit 19 off of Route 9 – Traffic is a serious problem
- Drainage, silting needs to be addressed – examine watershed area in Willowbrook
- Proactive drive for more open space in town
- Decide on a use for the Evergreen Hill Park
- Develop walkways and restaurants on the waterfront
- More sidewalks for walking and not just for new housing area
- Should have bike trails at least connected with roadways
- Active adult housing should not be an excuse to build more houses on less space
- Olympic size pool needed at high school

Plan of Conservation and Development

- Town has needs for activities that can't be met by the Hoffman Farm purchase
- We are a bedroom community and should rely on other people for restaurant and cultural needs
- Rocky Hill's industrial vision was much greater than Cromwell's
- Make sure future open space is usable
- Golf tournament provides a commercial and recreational highlight
- Railroad track has mass transit potential
- Glastonbury put in a community center
- No swimming hole or pool; people want to live in Cromwell, but there are no swimming resources for their kids

Identify Cromwell's Strengths and Weaknesses as they relate to developing this ideal "vision".

Strengths

- Riverfront land and open space
- People are starting to think about what should be done
- No environmental impacts from pollution, underground storage tanks
- Have land, ability to spend, continued population growth
- Location, educational system, potential for economic growth

Weaknesses

- Traffic
- Fast development – "once it's gone its gone forever"
- Need more parks and play areas for the children
- Rural flavor is disappearing, no hiking trails, no community center, no bike trails
- Cromwell takes fallout from other people's traffic – everyone from Middletown drives through Cromwell
- Limited river access – steep banks inhibit development
- Hoffman Park passive access

T o w n o f C r o m w e l l

- Don't have a rec master plan or a large enough industrial park
- Too heavy on residential, not enough commercial
- Needs to be a large capital expenditure to bring road infrastructure up to speed
- Lack of sidewalks

Other Comments

- Talk to Craig Stevenson about Gardner property to develop as industrial
- Connect bicycle paths - Glastonbury is purchasing land to put bikeways – Ken Leslie, CD Director of Glastonbury about how this is being done

6.1.4 Community Survey

Resident input in the preparation of the Plan of Conservation and Development is important because, upon adoption, Town officials will make decisions based upon the Plan and those decisions will directly impact the lives of residents. A community survey was developed and distributed to Town of Cromwell residents in September of 2005. The survey was intended to measure the public opinion with respect to various issues and conditions that exist in the community. In addition, the survey was intended to provide residents with the opportunity to state their visions and goals for the future of the community. Survey questions were divided into the following sections: Community Identity and Design, Culture and History, Community and Government Services, Land Use, Transportation, Recreation, Environment, Economy and Business Services, and Growth and Development.

The survey was distributed randomly to 670 households. A total of 202 surveys were returned, representing a response rate of 30.1%. An effort was made to distribute the surveys proportionally between renters and homeowners. However, the response rate was much lower for renting households. A response rate of 30.1% is generally considered good for a survey of this type. However, due to the size of the community, the sample size created by the number of people who responded to survey exhibits a margin of error of $\pm 6.7\%$ with a confidence interval of 95%. Furthermore, the margin of error is based on a random sample. While the survey was randomly distributed, the sample collected by those that responded is not a random representation of the Town. With all mail surveys, there is a certain degree of sample bias, in that a segment of the population chooses not to respond. It is generally believed that respondents to this type of survey are better educated and/or politically motivated. It should also be noted that those that responded to the survey have demonstrated a greater interest in the future of the Town.

Sample Profile

At the end of the survey, respondents were asked some demographic questions in order to get a general idea of the character of the sample. Figures from the 2000 census are shown in blue to allow for a comparison to the actual population. The census figures represent households, not the population as whole.

The largest percentage of respondents lived in 2 person households (39%) while 36% lived in 3-5 person households and 24% in 1 person household. Respondents were primarily home owners (91%), lived in the community for over 15 years (52%) and had no plans to move (73%). The age range of respondents was mixed: 34% were in the 35-49 and 50-64 ranges, 21% were 65 and over and 11% were in the 20-34 range.

Personal Information					
65	How many people are in your household?	1	2	3-5	6+
		24.0%	38.5%	35.5%	2.0%
	Census	30.2%	33.5%	34.5%	1.8%
66	What is your age ?	20-34	35-49	50-64	65 plus
		10.5%	34.0%	34.0%	21.5%
	Census	18.6%	35.9%	23.5%	22.3%
67	Do you own your home or rent ?	Own	Rent		
		90.5%	9.5%		
	Census	75.2%	24.8%		
68	How long have you lived in Cromwell?	0-2 years	3-5 years	6-10 years	Over 15 years
		9.1%	17.2%	14.6%	7.6%
69	Do you have plans to move from Cromwell in the next:	No Plans	0-1 year	1-2 years	Beyond 5 years
		73.0%	4.6%	5.6%	5.1%

Plan of Conservation and Development

Community Identity and Design

More than three quarters (78%) of the 202 respondents believed that Cromwell has a small town character that should be preserved and a small proportion (59%) felt that the Town had a high residential design quality. Additionally, a majority of respondents believed that mixed-use development on the waterfront (66%) and developing historic Main Street (71%) would improve the quality of life in the community.

Community Identity and Design		Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
1	Cromwell has a distinct identity that makes the Town unique to Central Connecticut	15.2%	40.9%	16.2%	22.7%	5.1%
2	Cromwell has a “ small town character ” that should be preserved as development occurs	36.2%	41.7%	5.0%	13.1%	4.0%
3	The Town of Cromwell should encourage future residential growth and function primarily as a “bedroom community”	7.0%	25.4%	15.9%	34.8%	16.9%
4	The Town of Cromwell should encourage more commercial and industrial development in appropriate areas throughout the Town to complement the existing residential development.	23.9%	32.8%	10.0%	19.9%	13.4%
5	Generally, residential design quality in Cromwell is high	10.0%	49.0%	21.0%	15.5%	4.5%
6	Generally, commercial design quality in Cromwell is high	3.6%	27.6%	33.7%	26.0%	9.2%
7	Mixed use development on our waterfront would improve the quality of life in Cromwell	28.3%	37.4%	11.1%	15.7%	7.6%
8	Developing historic Main Street with a mix of retail and commercial uses would improve the quality of life in Cromwell	28.6%	42.2%	10.1%	15.1%	4.0%

Culture and History

In regards to culture and history, the general consensus was that more could be done to highlight the community’s historic resources (63%) and attract additional cultural interest to enhance existing offerings (73%).

Culture And History		Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
9	The Town should make more effort to highlight Cromwell’s historic significance	22.4%	40.8%	24.4%	11.4%	1.0%
10	My cultural interests can be met in Cromwell	2.5%	15.5%	29.0%	35.0%	18.0%
11	The Town should promote the attraction of additional cultural interests (theater, music, art) to enhance existing offerings	24.4%	48.3%	13.9%	10.9%	2.5%

Community and Government Services

Respondents were generally in agreement that the provision of emergency services and basic road maintenance, as well as schools in the town was of a high caliber. A majority, (78%) also believed that schools should be accessible to the public after school hours and that adult education classes should be made available to residents (84%).

Plan of Conservation and Development

Community And Government Services		Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
12	We have excellent police protection in Cromwell	25.9%	51.2%	15.4%	5.5%	2.0%
13	Our fire protection and emergency medical services (EMS) are excellent in Cromwell	31.0%	53.0%	14.0%	1.0%	1.0%
14	My basic road maintenance needs – for example, snow plowing or road maintenance – are met by the Town of Cromwell	13.2%	59.9%	6.6%	14.2%	6.1%
15	I would be willing to pay more for additional Town services (e.g. better road maintenance, new sidewalks).	3.1%	15.3%	23.0%	36.7%	21.9%
16	The schools in Cromwell are outstanding and add to our quality of life	12.5%	40.0%	35.5%	9.5%	2.5%
17	Our new schools should be accessible to the public after school hours	22.6%	55.3%	15.6%	5.5%	1.0%
18	Adult education offerings should be made available to local residents	30.8%	53.0%	14.1%	2.2%	0.0%
19	There is good communication between school and Town officials	4.0%	19.1%	61.3%	11.1%	4.5%

Land Use

Opinions were mixed in regards to the effectiveness of the zoning code, the need for greater variety of housing types and availability of affordable housing. However, almost three quarters of respondents believed that agricultural land should be protected (73%) and historic Main Street should be developed with more stores and services (74%).

T o w n o f C r o m w e l l

Land Use		Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
20	The existing zoning code is effective and addresses issues related to our growing population and commercial development	4.5%	20.2%	49.5%	17.2%	8.6%
21	The style of new residential development is appropriate for our neighborhoods	5.6%	46.7%	19.8%	17.8%	10.2%
22	Pedestrian linkages (sidewalks and trails) meet our growing needs	3.5%	28.1%	15.6%	33.2%	19.6%
23	There is a need for more higher-end housing in Cromwell to attract new residents to our community	4.5%	16.0%	21.0%	40.0%	18.5%
24	We should offer more variety in housing types (single family, patio homes, apartments) within the Town.	10.1%	30.3%	18.2%	27.8%	13.6%
25	Affordable housing opportunities are readily available in Cromwell	4.5%	28.5%	31.5%	24.5%	11.0%
26	Cromwell should address issues with incompatible land uses through an updated zoning code	15.2%	41.6%	35.5%	6.6%	1.0%
27	Protecting agricultural land from future development should be a priority for the Town	34.8%	38.3%	11.4%	10.9%	4.5%
28	Historic Main Street should be further developed with more stores and services	29.4%	44.8%	8.0%	12.9%	5.0%

Plan of Conservation and Development

Transportation

Among respondents, there was general agreement that Town roads were in good condition (69%), additional sidewalks were needed in the community (60%) and a network of trails should be developed (80%). Most respondents (80%) worked in Cromwell. The following roads were identified as having traffic issues: Routes 3, 9, 372; I-91; Coles Road; Evergreen Road; Main Street; Nook Hill Road; Shunpike; South Street; Washington Road; and Willowbrook Road.

Transportation		Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
29	Additional access from Route 9 is needed to improve overall access to Cromwell and promote the use of historic Main Street	16.5%	23.5%	14.0%	35.0%	11.0%
30	Cromwell should develop a network of trails (both pedestrian and cycling) that link existing parks and open spaces,	36.7%	43.2%	14.1%	4.5%	1.5%
31	We need more sidewalks in Cromwell to link neighborhoods	27.0%	33.0%	17.0%	19.0%	4.0%
32	The conditions of the roads in the Town are good	4.5%	64.8%	8.0%	16.1%	6.5%
33	The Town is adequately served by public transportation	3.1%	25.0%	40.8%	22.4%	8.7%
34	Traffic volumes along major roads are an issue in Cromwell	21.2%	33.7%	16.1%	24.9%	4.1%
35	Please indicate which roads or areas of the Town are an issue (write comments):	OPEN				
36	Pedestrian safety is an issue at some intersections	16.2%	38.1%	31.0%	12.2%	2.5%
37	Please indicate which intersections:	OPEN				
38	work within Cromwell	Yes	20.0%	No	80.0%	
		0-15 min	15-30 min	30-45 min	45-60 min	Over 60 Min
39	I don't work in Cromwell and my travel time to work is:	29.0%	44.2%	22.5%	2.2%	2.2%

Recreation

Most respondents believed that the riverfront should be developed with more greenspace (83%). More than half of respondents did not provide an opinion in regards to available recreation facilities and programs. When asked what sport fields were most needed, baseball, football and soccer were the most frequent responses. They need for better maintenance was also indicated. Respondents indicated the following as needed facilities: a public pool, bike and walking trails, place for teens to go, community center, skate park, more playground equipment, theater, bowling and an affordable golf course. The following were identified as needed programs: Adult and teen groups, adult education programs, aerobics, swimming, drama/theater group, music, daytime senior activities, more after school youth programs, town sponsored sports, senior exercise and sport league, public service opportunities, and toddler programs.

	Recreation	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
40	Our parks and natural resources are identifiable and easily accessible	6.6%	48.0%	12.8%	27.0%	5.6%
41	More passive recreational opportunities (bird watching, interpretation, nature watching) are needed in Cromwell	6.6%	36.0%	32.5%	19.8%	5.1%
42	Park and playground equipment is well maintained	2.5%	48.2%	35.5%	10.2%	3.6%
43	There is a need for additional parks/playground equipment	10.1%	35.2%	33.7%	19.1%	2.0%
44	Sports fields are adequate in Cromwell	5.1%	40.5%	35.4%	12.3%	6.7%
45	Please indicate sports fields most needed (write comments):	OPEN				
46	The riverfront should be developed with more greenspace for residents to enjoy	37.4%	45.5%	9.1%	7.1%	1.0%
47	There are adequate recreational facilities for youths (under 13)	2.5%	25.0%	50.0%	17.0%	5.5%
48	There are adequate recreational facilities for teens (13-19)	2.5%	17.0%	51.0%	20.0%	9.5%
49	There are adequate recreational facilities for seniors	4.6%	25.9%	49.2%	13.7%	6.6%
50	Please indicate needed facilities (write comments):	OPEN				
51	There is a wide variety of activities/programs for youths (under 13)	3.0%	24.7%	56.6%	10.1%	5.6%
52	There is a wide variety of activities/programs for teens (13-19)	3.5%	16.6%	57.3%	16.1%	6.5%
53	There are a wide variety of activities/programs for seniors	4.5%	27.6%	57.3%	6.5%	4.0%
54	Please indicate needed programs (write comments):	OPEN				
55	I would be willing to pay more for additional recreational services provided by the Town	5.7%	21.2%	20.7%	28.0%	24.4%

Plan of Conservation and Development

Environment

A majority of respondents believed that natural areas should be protected (81%) and an interconnected system of spaces be developed (67%).

Environment		Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
56	Our natural areas should be sensitively protected but better used by residents	29.1%	52.3%	13.6%	4.0%	1.0%
57	Cromwell should seek to become a community that boasts an interconnected system of green spaces	27.9%	38.8%	24.9%	5.5%	3.0%

Economy and Business Services

Respondents generally agreed that additional small scale retail was needed (80%) and that riverfront development should be pursued for economic development in the Town. Suggestions for riverfront development included the following: full service marina with outdoor dining and parking, river walk, amphitheater, park, fishing dock, housing, bars, cultural and small scale commercial establishments, environmental education, plaza or mall and leave undeveloped.

Economy And Business Services		Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
58	Cromwell enjoys a reputation as a high profile business location in Central Connecticut	3.0%	17.7%	35.4%	35.9%	8.1%
59	More large scale retail centers are needed in Cromwell	4.5%	14.1%	10.1%	48.0%	23.2%
60	More small scale retail establishments should be pursued for historic Main Street in Cromwell	19.6%	60.8%	8.0%	9.5%	2.0%
61	Riverfront development should be pursued to stimulate economic development in the Town	29.1%	40.7%	12.1%	12.1%	6.0%
Suggestions for Riverfront Development		OPEN				
62	I do the majority of my retail shopping in the Town of Cromwell	Clothing	15.8%			
		Shoes	19.8%			
		Furniture	1.5%			
		Department	34.7%			
		Other	29.7%			
63	Specifically, what additional stores would you like to see?	Clothing	29.7%			
		Shoes	21.3%			
		Furniture	14.4%			
		Department	21.3%			
		Other	36.6%			

Plan of Conservation and Development

Growth and Development

When asked about the level of annual population growth they would prefer in the Town 38% of respondents indicated 1-2%, 36% of respondents indicated 0-1% and 23% indicated 2-5%.

Growth And Development	
64. The 2000 Census population of the Town is 12,871. What type of annual population growth would you prefer to see in the next 10 years: (Circle One)	
a. Minimal Growth 0 – 1% growth (0-130 people/per year)	36.0%
b. Slow Growth – 1-2% growth (131- 260 people/per year)	38.3%
c. Moderate Growth – 2-5% growth 261–645 (people/per year)	22.9%
d. Moderately Fast Growth – 5-9% (646-1160 people/per year)	1.7%
e. Rapid Growth – 10% plus growth (over 1290 people/per year)	1.1%

6.1.5 Interactive Public Meetings

The first public meeting was held on October 19,2005 at 7pm in the Cromwell Middle School; approximately 95 residents were in attendance. The meeting was moderated by peter j smith & company, inc. and provided a venue through which residents could indicate their vision for the future and identify issues/areas of concern. The meeting included an explanation of the planning process, activities that had been completed to date as part of the process, a presentation of inventory findings and an interactive segment.

During the interactive segment, participants used workbooks to identify issues of concern and they also worked in groups to identify areas on a map that corresponded to the issues raised by the questionnaire. Finally, each group was asked to identify the three issues that were of the greatest concern. The issues were broken down into four categories; Land Use, Economic, Community Services, Transportation, and Community Character and Identity. The following information was gathered from the questionnaires and group exercise.

General Characteristics of Participants

	18-34	35-49	50-94	65 plus	
What is your age?	6.3%	26.6%	36.7%	30.4%	
	0-2 years	3-5 years	6-10 years	11-15 years	Over 15 years
How long have you lived in the Town?	6.3%	10.1%	16.5%	6.3%	60.8%
	Own	Rent			
Do you own your home or rent?	92.3%	7.7%			

Plan of Conservation and Development

Land Use

	1 Agree	2	3	4	5 Disagree
Stricter land use regulations should be developed & enforced to protect our Town	51.9%	27.2%	7.4%	8.6%	4.9%
There is a need to develop design standards or guidelines to improve the overall look and quality of residential and commercial design in the Town	32.9%	42.7%	8.5%	12.2%	3.7%
More high-end housing should be developed in the Town	1.2%	13.6%	22.2%	28.4%	34.6%
More low-cost housing should be developed in the Town	3.8%	5.0%	15.0%	31.3%	45.0%
The Town should consider purchasing unique natural features and/or agricultural land	22.8%	40.5%	15.2%	8.9%	12.7%

Economic

	1 Agree	2	3	4	5 Disagree
Historic Main Street should be developed with mixed-use opportunities that could include residential, cultural and retail	63.0%	22.2%	4.9%	7.4%	2.5%
Cromwell's waterfront should be developed to attract visitors and stimulate economic development	77.2%	15.2%	1.3%	3.8%	2.5%
More unique retail and/or restaurants are needed in the Town of Cromwell	48.1%	32.5%	6.5%	7.8%	5.2%
New commercial development is needed in Cromwell to provide job opportunities and diversify our tax base	60.5%	22.4%	5.3%	2.6%	9.2%

Community Services

	1 Agree	2	3	4	5 Disagree
More community parks are needed in Cromwell	21.8%	20.5%	28.2%	11.5%	17.9%
Park equipment and facilities are in need of repair	31.5%	17.8%	23.3%	21.9%	5.5%
We need multi-use recreational trails in the Town of Cromwell	47.9%	17.8%	20.5%	8.2%	5.5%
There are maintenance issues (snow plowing, sidewalks, road quality) that need to be addressed by the Town	35.6%	19.2%	23.3%	16.4%	5.5%
There is a need for additional recreational facilities in the Town of Cromwell	41.9%	27.0%	13.5%	8.1%	9.5%

Transportation

	1 Agree	2	3	4	5 Disagree
I am concerned with the volume of traffic in the Town	47.3%	25.7%	14.9%	9.5%	2.7%
Traffic conflicts and safety is an issue in the Town of Cromwell	50.7%	25.4%	12.7%	8.5%	2.8%
There is a need for official bike lanes in Cromwell	33.3%	20.8%	20.8%	13.9%	11.1%
There is a need for more sidewalks in the Town of Cromwell	43.7%	26.8%	12.7%	5.6%	11.3%

Community Character and Identity

In the future, I would like the Town of Cromwell to:

	1 Agree	2	3	4	5 Disagree
Encourage only future residential growth and function as a bedroom community	13.2%	3.9%	14.5%	18.4%	50.0%
Develop a more distinct identity while protecting the "Small Town" feel that currently exists	57.1%	22.1%	6.5%	9.1%	5.2%
Encourage more commercial and office development, in appropriate locations throughout the Town, to compliment the residential character that exists	57.1%	22.1%	5.2%	6.5%	9.1%

I believe the Town of Cromwell offers the following to its residents:

	Yes	No	Maybe
Friendly neighborhoods	89.7%	6.4%	3.8%
Local cultural opportunities	9.3%	90.7%	0.0%
A "Small Town" feel	80.5%	19.5%	0.0%
High quality residential and commercial design	25.3%	70.7%	4.0%
Plenty to do for residents of all ages	15.6%	83.1%	1.3%
An overall high quality of life	73.6%	22.2%	4.2%

Priority Issues

The participant tables were asked to determine, as a group, the top three issues to be addressed as the Plan is developed. The top three issues from each of the groups were pooled together from the entire session. The following is a list of the priority issues in order of being most often cited as a top issue by the individual groups:

- Build tax base with commercial and industrial development (8 tables)
- Develop the Waterfront (7 tables)*
- Develop Historic Main Street (5 tables)*
- Parks and recreation development throughout the Town (4 tables)
- Excessive residential development (4 tables)
- Sidewalks (4 tables)
- Traffic (2 tables)
- Enforcement of strict land use regulations (1 table)

*Two of the groups listed Develop Main Street and Waterfront as one issue.

Issue Identification (Map Input)

The following categories were noted on the graphic Issue Identification Plan compiled by the 95 participants present at the Cromwell public meeting:

Stricter Land Use Regulations (R)

A need for stricter land use regulations was noted in many different locations in the Town. Designated by an “R” on the map, the notations focus primarily in the northwest quadrant of the Town west of North Road, the broad area between Coles Road and Shunpike Road, in central Cromwell between Hillside Road and Main Street, and south of Nooks Hill Road.

Design Standards Necessary (D)

Design standards are intended to enhance the quality of building materials and/or the condition of the streetscape. Participants noted that establishing design standards in Cromwell would be appropriate along historic Main Street, along Sebethe Drive, and along Berlin Road between Sebethe and Route 9. One table of participants also noted the intersection of Shunpike Road and Court Street.

Community Park Locations (C)

The Issue Identification Plan notes several potential locations the public suggested for a future community park. Evergreen Hill Park was noted, as well as several parcels surrounding this parcel. Other areas where parks were suggested include several waterfront locations.

Purchase Unique Features (P)

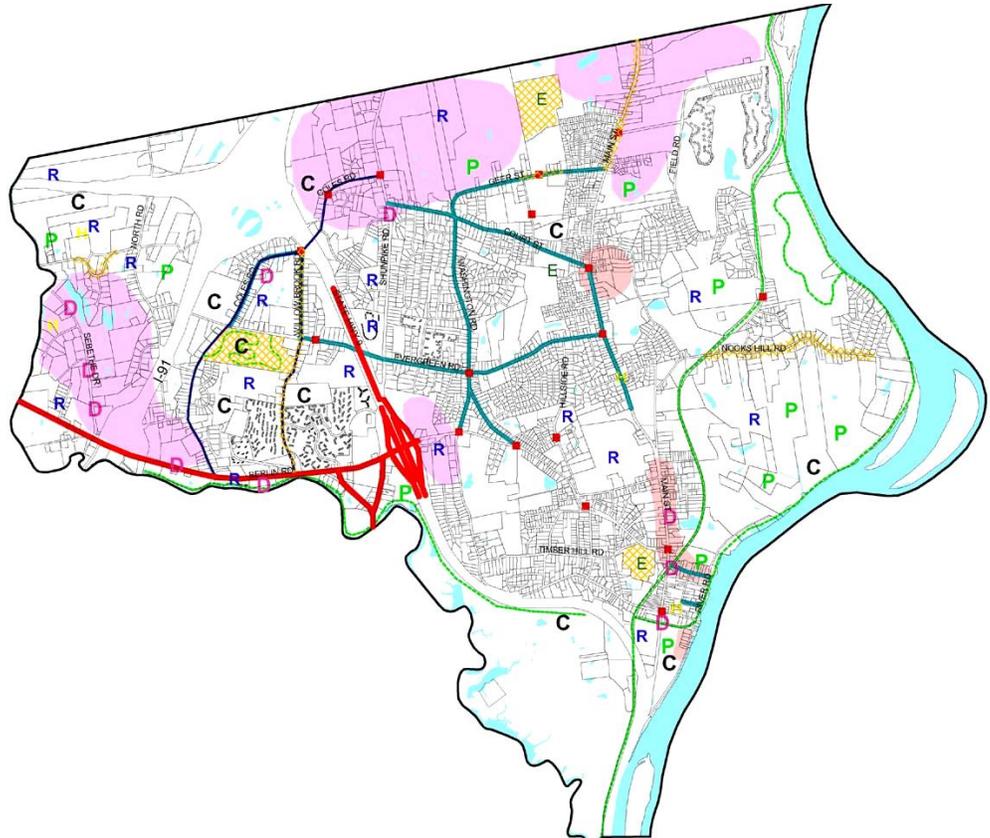
Several parcels were suggested for purchase due to their unique combination of features. Several parcels south of Nooks Hill Road were noted, parcels along the waterfront, a large agricultural parcel north of Geer Road, and a large parcel located between Main Street and Field Road.

High End Housing (H)

High-end housing was suggested primarily in the western quadrant of Cromwell both north and west of Sebethe Drive. The waterfront area was also cited as a possibility for high-end development.

Figure 6-1 Community Input Map

October 19, 2005



Facilities Need Repair (E)

Both of Cromwell's main community parks, Watrous and Pierson Park, were cited as having facilities in need of repair.

Safety and Traffic Issues (Red Box or Red Line)

Berlin Road between the Town Line and Route 9, and Route 9 itself, were the most frequently cited areas with safety and traffic issues. Individual intersections were also noted, including several along Main Street, Hillside Road, Coles Road and Evergreen Road. Each of these intersections is clearly noted on the Issue Identification Plan.

Multi-Use Trail (Dashed Green Line)

Residents would like to see a multi-use trail installed throughout Evergreen Hill Park, and along all waterfront and wetland areas.

Bike Lanes Needed (Blue Line)

The need for a bike lane was designated along the length of Coles Road.

Sidewalks Needed (Light Blue Line)

The need for sidewalks was noted along Evergreen Road between Main and Willowbrook, on Geer Street, on Main Street between Court and Nooks Hill Road, on Court between Main and Shunpike, and along Washington Road between Geer and Evergreen.

Maintenance Issues (Yellow Cross Hatching)

All parks including, Pierson, Watrous, and Evergreen Hill Park were noted. Nooks Hill Road between Main Street and the Town Line was also noted.

Industrial Development (Purple Bubble)

The areas surrounding Sebethe Drive and due east of Route 9 were suggested for future industrial development. Additionally, the large, primarily agricultural parcels in the northernmost quadrant of the Town were also suggested as sites for future development.

Retail Development (Red Bubble)

The “historic” portion of Main Street , the waterfront, and the intersection of Court and Main Street were suggested as potential areas for future retail development.